THƯ VIỆN
ĐẠI HỌC THUỶ SẢN
Đ
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Ph 104 H

PHẠM VŨ LỬA HẠ

V17061

ếng Anh Hàng Hải

Shipping Smart

dẫn sử dụng chứng từ
à xuất nhập khẩu

THU VIEN DAI HOC THUY SAN
1000008206

NGUYỄN HẠNH

NHÀ XUẤT BẢN THANH NIÊN

PHẠM VŨ LỬA HẠ
Giảng viên khoa Anh văn
Đại Học Khoa Học Xã Hội và Nhân Văn
Đại Học Quốc Gia TP. HCM

THƯ VIỆN
H(N523)
H100 (ph)

SHIPPING SMART

Acourse in shipping documentation and correspondence

Tiếng Anh Hàng Hải

Hướng dẫn sử dụng chứng từ và thư tín hàng hải tiếng Anh

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LỜI NÓI ĐẦU

Hầu hết các loại hàng hoá trao đổi mua bán trong ngoài thương hiện nay được chuyên chở bằng đường biển. Có thể nói rằng hàng hải đóng một vai trò thiết yếu trong đời sống kinh doanh, nhất là đối với những ai trực tiếp làm công tác xuất nhập khẩu. Khi thực hiện một thương vụ, bạn không thể không tiếp xúc với lĩnh vực hàng hải, vì bạn phải giải quyết nhiều vấn đề liên quan đến gởi hàng, giao nhận hàng, thanh toán cước phí vận tải... Khi đó, bạn phải xử lý đủ các loại chứng từ và thư tín hàng hải vốn được xem là rất phong phú và phức tạp, nhất là đối với những người không chuyên. Ngoài ra, các loại chứng từ và thư tín hàng hải còn có một ý nghĩa quan trọng khác là chúng có thể được dùng như bằng chứng pháp lý khi giải quyết tranh chấp liên quan đến hàng hoá. Nếu bạn không nắm vững và không lập được bộ chứng từ hoàn chỉnh (đặc biệt là vận đơn-B/L), bạn có thể bị thiệt thòi trong tình huống như thế.

Với ý định góp phần giúp các bạn nắm vững cách sử dụng chứng từ và thư tín hàng hải, chúng tôi bắt tay vào biên soạn cuốn sách. Phương châm của chúng tôi là đơn giản, dễ hiểu,tiện dụng. Sách gồm có 21 bài học, mỗi bài có phần chú giải từ vựng và cấu trúc ngữ pháp, giải thích thuật ngữ chuyên môn, cùng với các bài tập nhằm củng cố kỹ năng sử dụng ngôn ngữ chuyên ngành. Ngoài ra, ở cuốn sách, chúng tôi còn cung cấp một số phụ lục cần thiết và các phần thuật ngữ thông dụng về hàng hải và hàng hoá chuyên chở bằng đường biển, các chữ viết tắt, để cho bạn tiện tra cứu nhanh. Chúng tôi hy vọng rằng cuốn sách sẽ bổ ích cho các bạn làm công tác liên quan trực tiếp hoặc gián tiếp đến hàng hải, các sinh viên chuyên ngành hàng hải cũng như các sinh viên chuyên

Anh muốn trang bị thêm kiến thức hữu ích trước khi ra trường. Đặt tên cuốn sách là Shipping Smart, chúng tôi mong rằng nó sẽ giúp bạn sẽ trở nên thật sự thông thạo về hàng hải.

TP.HCM,tháng 10/1996
PHẠM VŨ LỬA HẠ

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  - Tập 2: Luyện dịch Việt- Anh

Bài một

BÀI HỌC

I/ TANKER BILL OF LADING
VẬN ĐƠN TÀU DẦU

TANKER BILL OF LADING No.127

FOR BULK OIL CARGOES

Ullages taken from top
Tank N° 1...at... °C
Tank No 2...at... °C
Tank No 3...at... °C
Tank No 4...at... °C
Tank No 5...at... °C
Tank No 6...at... °C
Tank No 7...at... °C
Tank No 8...at... °C
Tank No 9...at... °C
Tank No 10...at... °C
Tank No 11...at... °C
Tank No 12...at... °C
Tank No 13...at... °C
Tank No 14...at... °C
Tank No 15...at... °C
Tank No 16...at... °C

Shipped in good order and condition by Saudi Oil Ltd. in the Saudi Arabian Motor/Steam Tanker called the *"orient"* whereof *J.Raoul* is Master and bound for *Stockholm, Sweden*, a quantity said to be 11,345,778 kilograms of CRUDE OIL (say: *eleven million three hundred and forty-five thousand seven hundred and seventy-eight kilogram*) which are to be delivered in the like good order and condition at aforesaid Port of *Stockholm, Sweden, unto Messrs. The SWEDISH TRADING OIL CO, LTD, Stockholm*, or to his/their assigns, on payment of freight and in accordance with all other conditions as per Charter Party dated the *17th January, 19...*

In witness whereof the Master of the said Vessel has signed *three* Bills of Lading, all of this tenor and date, one of which being accomplished, the others to stand void.

Time used for loading *30 hours 30 minutes* as per Time Sheet dated the *20th January, 19...* Weight, quality and

quantity unknown to me.

Dates in *Jeddah* this 21st day of *January, 19...*

Master J. Raoul

II/ DRY CAGRO VESSEL BILL OF LADING

VẬN ĐƠN TÀU CHỞ HÀNG KHÔ

BILL OF LADING No 3782

Shipped in apparent good order and condition by (received for shipment from) Messrs: Mc. Cormick & Co. London on board the steamship"Mercury" whereof Master is A.Séoud, trading under the Iranian flag, owners *the Islamic Republic Shipping Co, Bandar Abbas, Iran,* carrier the said shipping Company, and now lying in Liverpool, England, the following goods:

Marks & Numbers	Description of goods	Number of packages or pieces	Gross weight	Measure-ment	Remarks
50/c 40093-197	SPARE PARTS, GEAR & PINIONS TO BOILER EQUIPMENT	104 boxes	344 tons	2579 cu.ft	PACKING SLIGHTLY DAMAGED IN BOXES No.S: 40098.99 113,117

Rate of freight: @£0:9:6 per English ton

Received on account of freight: £256:7:2

To be paid by consignee: £743:12:3

Being marked and numbered as above, but not guaranteed hereby for the adequacy of marks, and to be carried and delivered,

subject to all conditions, terms, and clauses interested into this Bill of Lading in the like apparent good order and condition from the ship's deck (either into lighters or on the quay at Master's option) where the responsibility of the carrier for the carriage of the aforesaid goods shall cease.

The goods to be delived at the port of Banda Abbas or as near there as the ship may safely get to, always afloat, to the consignee *Basic Industries Ltd., Bandar Abbas, Iran*, or to his or their assigns, on payment of freight as per margin of this Bill of Lading and all other charges due under this contract of carriage.

Nothing in this Bill of Lading, where printed or written or stamped, shall limit or affect the above-mentioned conditions. If the freight and all charges in connection with the contract of carriage payable on or before delivery of goods have not been paid, the carrier, on delivery of the goods to warehouse (warehouseman), or into lighters (lighterman), or other custodian entrusted to hold the goods for their owner, shall be entitled to stipulate that the said custodian shall not part with the possession thereof until payment has been made of full freight and any other charges due under this contract of carriage.

Neither the weight nor the measure of goods carried in bulk as well as the conformity of all kinds of goods with their description in this Bill of Lading are checked by the carrier on loading.

The shipper, the receiver of goods and the holder of the Bill of Lading as well as any other person interested hereby expressly accept and agree to all printed, written, or stamped provisions, terms, and reserves of this Bill of Lading, including those on the back hereof.

In witness whereof the Master, carrier or his agent has affirmed to five Bill of Lading, all of this tenor and date, one of which being accomplished, the others to stand void. One Bill of Lading, duly endorsed, is to be given up in exchange for the goods or for a delivery order for same

Dated in Liverpool, England, this 21st day of March, 19...

A. Séoud
Master of the s/s *"Mercury"*
(Ship's stamp)

Chú giải từ vựng.

Bill of Lading	-	*vận đơn.*
bulk oil cargo	-	*hàng dầu chở rời*
to ship	-	*chuyên chở bằng tàu*
order	-	*trật tự, tình trạng*
condition	-	*điều kiện*
bound for	-	*đi về hướng*
quantity	-	*số lượng*
Crude oil	-	*dầu thô*
to deliver	-	*giao hàng*
aforesaid	-	*đã nói đến ở trên*
payment	-	*sự thanh toán*
freight	-	*cước phí vận chuyển*
Charter Pater	-	*hợp đồng thuê tàu.*
as per	-	*theo như, thể theo*
in accordance with	-	*phù hợp với*
terms	-	*điều kiện giao hàng*
in witness whereof	-	*để chứng thực việc trên*
to sign	-	*ký kết*
tenor	-	*nội dung*
to accomplish	-	*thực hiện xong*
to stand void	-	*vô hiệu lực*
to load	-	*xếp hàng, chất hàng*
weight	-	*trọng lượng*

quality	-	*chất lượng*
ullages	-	*sự vơi, lượng vơi; lương thực (lúc nhận hàng)*
apparent	-	*rõ ràng, thực sự*
in apparent good order and condition	-	*có tình trạng bao bì bề ngoài tốt*
dry cargo	-	*hàng khô*
shipper	-	*người gởi hàng*
shipment	-	*sự gởi hàng bằng đường biển, sự xếp hàng xuống tàu*
to trade	-	*buôn bán, mậu dịch*
to carry	-	*chuyên chở*
carrier	-	*người chuyên chở, người vận tải*
carriage	-	*sự vận chuyển, sự chuyên chở*
rate	-	*giá cước*
on account of	-	*vì, vì lý do; về khoản (nghĩa trong bài)*
to mark	-	*ghi nhãn hiệu, ghi ký hiệu*
consignee	-	*người nhận hàng*
description	-	*sự diễn tả*
measurement	-	*sự đo, kích thước*
to number	-	*đếm, đánh số*
above	-	*ở trên, trên*
above-mentioned	-	*được đề cập ở trên*
above-said	-	*được nói ở trên*
to guarantee	-	*bảo đảm, bảo lãnh*
adequate	-	*phù hợp, đúng đắn*
adquacy	-	*sự phù hợp, sự đúng đắn*
as well as	-	*cũng như*
delivery	-	*sự giao hàng*
subject to	-	*tùy thuộc vào, phụ thuộc vào*

clause - *điều khoản*

to insert - *chêm vào, lồng vào.*

in the like apparent good order and condition - *có tình trạng bao bì bề ngoài tốt như vậy, /tương tự*

deck - *boong tàu*

lighter - *sà lan lồng hàng, sàn lan dỡ hàng*

quay - *bến cảng*

Master - *thuyền trưởng*

option - *sự lựa chọn*

responsibility - *trách nhiệm*

to cease - *ngừng, hết*

safely - *một cách an toàn*

afloat - *nổi, không bị mắc cạn.*

assigns - *người được ủy quyền*

as per margin - *như điều kiện ghi chú bên lề*

due - *đúng hạn, giới hạn*

to stamp - *đóng dấu*

to limit - *giới hạn*

in connection with - *liên quan đến*

warehouse - *nhà kho*

warehouseman - người *giữ nhà kho*

lighterman - *thuỷ thủ sà lan chở hàng*

custodian - *người trông nom, người canh giữ*

to entrust - *uỷ quyền*

to hold - *cầm giữ, giam giữ*

owner - *người chủ, người sở hữu*

to be entited - *độc quyền*

to stipulate - *quy định, đặt điều kiện*

to part - *tách rời, tách riêng*

Neither...nor... - *không...mà cũng không...*

measure	-	*sự đo*
in bulk	-	*dưới dạng rời*
conformity	-	*sự phù hợp*
to check	-	*kiểm tra*
holder	-	*người cầm, người giữ (vận đơn)*
interested	-	*có quan tâm*
hereby	-	*bằng cách này, bằng biện pháp này*
expressly	-	*một cách rõ ràng, một cách chính thức*
to agree to	-	*đồng ý*
to accept	-	*chấp nhận*
provisions	-	*điều khoản*
reverves	-	*vật dự trữ*
hereof	-	*của cái này*
agent	-	*đại lý*
to affirm	-	*xác định, xác nhận*
duly	-	*hợp lệ*
to endorse	-	*ký hậu*
to be given up	-	*được chuyển cho, được trao cho*
in exchange of	-	*đổi lấy*
delivery order	-	*lệnh giao hàng*
to date	-	*đề ngày, ghi ngày*
for same	-	*tương tự*

Chú giải cấu trúc và ngữ pháp

1/ **where of** - của cái đó, của vật ấy
hereby - bằng cách này, bằng biện pháp này
hereof - của cái này, cuả vật này
hereinafter - sau đây, dưới đây
Trên đây là những trạng từ (adverb) được dùng trong lối hành văn trang trọng (formal).

THƯ VIỆN
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2/ **are to be delivered** - sẽ được giao

TOBE + động từ nguyên mẫu có TO (To-infinitive) chỉ sự sắp xếp đã được vạch kế hoạch trong tương lai.

3/ **said to be** - được báo cho biết là

4/ **to be bound for** - đi về hướng

5/ **Shipped in apparent good order and condition** - được xếp lên tàu trong điều kiện bao bì bề ngoài tốt

6/ **Being marked and numbered as above...** được ghi ký hiệu và đếm như trên.

Đây là mệnh đề trạng từ (adverb clause) gồm present participle (hiện tại phân từ) và các từ khác bổ nghĩa cho mệnh đề chính (main chause).

7/ **The goods to be delivered = The goods shall be delivered** - hàng sẽ được giao... (xem Bài Bốn, chú giải cấu trúc và ngữ pháp.

Bài tập

I/ Answer the following questions:

1/ What is the condition of crude oil when it is shipped on board the vessel "Orient" ?

2/ What is the condition of crude oil when it is delivered? When the crude oil is delivered?

3/ When one of the there Bills of Lading is accomplished how are the others?

4/ Why are the weight, quanlity and Crude oil unknown to the master?

5/ What is the dry cargo of Bill of Lading No.3782?

6/ Why is that dry cargo not guaranteed by the Bill of Lading?

7/ Where shall the goods be delivered?

8/ Who is the consignee of these goods?

9/ What is the entitlement of the carrier if the freight and all charges in connection with the contract of carriage payable on or before delivery of goods have not been paid?

10/ Does the carrier check the weight or the measure of goods? Why?

11/ Do the shipper, the receiver of goods and the holder of the Bill of Lading also accept and agree to the provisions on the back thereof?

II/ Fill in blanks with the required prepositions where neccessary:

1/ Ship... board the vessel named above... apparent good order and condition (unless otherwise indicated) the goods or packages specified herein and to be discharged...the above mention port...discharge or as near there to as the vessel may safely get and be always afloat.

2/ The Shipper, consignee and the Holder of this Bill of Lading hereby expressly accept and agree...all printed, written or stamped provisions, exceptions and conditions of this Bill of Lading, including those...the back hereof

3/ The Bill of Lading is dated...19th March, 19... ...Hamburg.

4/ The said custodian shall not part...the possession thereof until payment has been made...full freight and other charges due...this contract...carriage.

5/ Time used...loading is 30 hours 30 minutes... ...Time Sheet dated the 20th January,19... .

Bài hai

BÀI HỌC

BILL OF LADING (BACK) VẬN ĐƠN (MẶT SAU)

(Continued) tiếp theo

THE FOLLOWING ARE CONDITIONS AND EXCEPTIONS HEREINBEFORE REFERRED TO:

1/ Each package or piece must well packed before loading and provided with distinct signs, marks and numbers with the name of the place of destination, in letters not less than five cm. long.

Packages unfit for the placing of such marks and numbers must be provided with securely fastened labels. In default of these conditions the carrier is not liable for loss damage or delay in delivery of the goods resulting there from.

2/ The shipper is responsible for the proper packing of the goods. The sufficiency of the packing as well as the condition of the goods uncovered shall be determined by the master, the carrier or his agent, who, should he find the covering unsatisfactory, is to make note there of in the bill of lading. The ower of the goods shall be responsible for loss arising from shipper's failing to indicate or concealing the defects of packing or unsatisfactory state of the goods unpacked.

3/ With shipper's consent in writing the goods may be carried on deck at the risk of the owner of the goods.

4/ The owner of the goods is responsible to the carrier for the accuracy and exactitude of the shipper's declaration regarding the inner and outer condition of the goods,their packing and distinctive signs, and the owner of the goods, shall indemnity the carrier against all losses, damages and expenses, arising or resulting from

inaccuracy, inexactitude and insufficiency in such particulars, as furnished by the shipper.

5/ The carrier shall be at liberty at the place of loading or discharging as well as during the voyage to ascertain whether the contents of the goods correspond with their description. If the description of the goods, whether packed or unpacked, as shown on this bill of lading proves to be incorrectly stated, the owner of the goods is bound to pay the carrier double difference between the full freight on the correct description of the goods for the whole voyage with additional charges, and the amount calculated under the incorrect statements of the shipper.

If the number of animals loaded on board by shipper's means proves to be incorrectly stated, the owner of goods shall pay the carrier charges and fees.

The carrier shall be entitled to check in the port of destination the weight as declared by the shipper and if a surplus is found, double freight shall be paid for it.

The shipper is liable to the carries for any loss or damage to the ship or cargo and for all other expenses, caused by the wrong description or denomination of goods, and all costs and expenses of weight and checking the goods shall be payable by the owner of goods, if the weight and/or description on the bill of lading be wrongly stated.

6/ Not later than 24 hours before the beginning of loading the goods as denominated in the bill of lading the shipper must hand over to the carrier at the place of shipment all documents required by the harbour, customs, sanitary, excise and any other rules.

The carrier is not under duty to verify the accuracy and the sufficiency of these documents and shall be discharged from all liability for any loss or damage to such goods resulting from inaccuracy, or insufficiency, or delay in delivery of these documents.

Chú giải từ vựng

to pack	-	*đóng gói, đóng bao, đóng kiện*
package	-	*bó, gói, kiện, bao*
piece	-	*đơn vị, chi tiết, phần*
to provide	-	*cung cấp*
distinct	-	*rõ ràng*
mark	-	*mã hiệu*
cm.	-	*centimetre, cen-ti-mét*
fit	-	*phù hợp*
unfit	-	*không phù hợp*
securely	-	*chắc chắn, an toàn*
to fasten	-	*buộc, cột*
label	-	*nhãn hiệu, nhãn hàng*
in default of	-	*vi phạm, sai phạm*
to be liable	-	*chịu trách nhiệm*
to lose (lost, lost)	-	*mất, tổn thất*
loss	-	*sự mất, sự tổn thất*
damage	-	*sự hư hại*
to delay	-	*trì hoãn, làm trì hoãn*
delay (n)	-	*sự trì hoãn, sự làm trì hoãn*
to result	-	*đưa đến kết quả, phát sinh*
proper	-	*hợp lý*
sufficient	-	*đủ,hợp lý*
sufficiency	-	*sự đủ, sự hợp lý*
to determine	-	*xác định, định rõ*
unsatisfactory	-	*không hợp lý*
to arise	-	*nảy sinh, phát sinh*
at the risk of	-	*chịu trách nhiệm về rủi ro*
to indicate	-	*chỉ ra*

to conceal	-	*che dấu*
to state	-	*nêu ra, nêu rõ*
state	-	*tình trạng*
to consent	-	*đồng ý*
in writing	-	*bằng văn bản*
accuracy	-	*sự chính xác, sự cẩn thận*
exactitude	-	*sự chính xác*
regarding	-	*về, về việc*
distinctive	-	*đặc biệt, riêng biệt*
to indemnity	-	*bồi thường*
particulars	-	*chi tiết*
to furnish	-	*kê khai*
to be at liberty	-	*được phép*
voyage	-	*chuyến hải hành*
to ascertain	-	*khẳng định, chắc chắn*
to correspond with	-	*phù hợp với*
to prove	-	*cho thấy, chứng minh*
to be bound	-	*bị bắt buộc*
correct	-	*đúng, chính xác*
additional	-	*thêm, thêm vào*
to calculate	-	*tính, tính toán*
triple	-	*gấp ba*
amount	-	*số tiền, trị giá*
quantity	-	*số lượng*
to exceed	-	*vượt quá*
fees	-	*các phí*
surplus	-	*lượng dư thừa*
to cause	-	*gây ra, gây nên*
wrong	-	*sai, không đúng. không hợp lý*

to denominate - *mô tả*
denomination - *sự mô tả*
to hand over - *trao, chuyển, giao*
to require - *yêu cầu, dòi hỏi*
customs - *hải quan*
excise - *thuế gián thu*
rule - *luật, qui tắc*
to be under duty - *có trách nhiệm*
to verify - *kiểm nghiệm, xác minh*
to discharge from liability - *miễn trách*

Chú giải cấu trúc và ngữ pháp

1/ **should he find** - nếu thuyền trưởng, nhà vận tải hoặc đại lý cuả mình nhận thấy. Đây là hình thức đảo ngữ (inversion) của mệnh đề **if của if he should find.**

2/ **to fail** - có nghĩa **không** hoặc **quên** và được theo sau bởi một động từ nguyên mẫu (infinitive) có TO.

Xem các ví dụ sau:

to fail to pay - không thanh toán
should he fail to furnish documents - nếu người gửi hàng không cung cấp các chứng từ

Động từ **to fail** còn được dùng ở thể phủ định:

We shall not fail to do it - chúng tôi sẽ không quên làm việc đó
Do not fail to send it - đừng quên gửi nó đi

3/ Lưu ý cách dùng **whether** và **if**, hai từ này có cùng nghĩa **có... hay không.**

Chẳng hạn:

to ascertain whether the goods respond - khẳng định chắc chắn hàng hoá có phù hợp hay không

Khi **whether** được dùng với **or** lại có nghĩa là **dù...hay không.**

ví dụ trong bài có:

Whether packed or unpacked - cho dù có đóng gói hay không đóng gói

4/ **it proves to be wrongly stated** - sự mô tả hàng hoá cho thấy được mô tả không phù hợp

Động từ **to prove** thường được theo sau bởi một động từ nguyên mẫu có TO có nghĩa là **được nhận thấy, được nhận ra, cho thấy.**

5/ Trong bài này lưu ý các hình thức Verb-ING được gọi là Hiện Tại Phân Từ (Present Participle). Các Hiện Tại Phân Từ này có chức năng như một tiếng tính từ (adjective) và đi sau danh từ nó bổ nghĩa để chỉ hành động duy nhất (the only action).

any loss arising therefrom - bất cứ sự mất mát hàng hóa nào phát sinh kể từ đó.

quantity exceeding - số lượng vượt qúa qui định

6/ **Particulars as furnished by the shippers; the weight as declared by the shippers ; the goods as dominated in the Bill of Lading** - các chi tiết theo như những người gửi hàng kê khai; trọng lượng theo như những người gửi hàng xác nhận; hàng hoá theo như được mô tả trong vận tải đơn.

7/ **The folowing are the conditions and exceptions hereinbefore referred to** - sau đây là những điều khoản và những biệt lệ được đề cập ở mặt trước (của vận tải đơn).

hereinbefore = before in this - trước đây

Bài tập

I/ Answer the following questions:

1/ What must the packages be provided with bofore loading?

2/ In what case must we provide the packeges with labels?

3/ Who is responsible for the proper packing of goods?

4/ Who must determine the sufficiency of packing?

5/ What must the Master do if he finds the covering unsatisfactory?

6/ Who is responsible for the loss which may arise from in sufficiency of packing?

7/ At whose risk may the goods be carried on deck?

8/ Who is responsible for the accuracy and exactitude of the description of goods?

9/ When may the carrier ascertain whether goods correspond with description in the Bill of Lading?

10/ What difference must the owner of the goods pay to the carrier if the description of goods is incorrectly stated?

11/ In what case must the owner of the goods pay triple freight?

12/ What is the carrier entitle to check in the port of destination?

13/ What expenses must the owner of the goods pay if the weight of the goods is wrongly stated?

14/ What documents must shipper hand over to the carrier before loading?

15/ What must he do that?

16/ Must the carrier verify the accuracy and sufficiency of these documents?

II/ Fill in the blanks with the required prepositions where necessary:

1/ Packages must be provided...distinct signs and marks.

2/ The shipper is responsible...the proper packing...goods.

3/ The goods may be carried...deck...the risk...the shippers.

4/ The carrier is...liberty to ascertain whether the goods correspond...their description.

5/ Not later...24 hours before loading the shipper must hand... the carrier the shipping documents.

6/ The carrier shall be discharged...all liability...any loss...or damage...the goods resulting...insufficiency...these shipping documents.

III/ Change the inverted word order into the normal one:

1/ Should the captain find the packing unsatisfactory, he is to make a note of that in the Bill of Lading.

2/ Had you not loaded the good in damaged condition, there would have been no loss.

3/ Had they furnished all the shipping documents in time, there would have been no delay in the elivery of the goods.

4/ Should they provide all the packa s with labels, there would be no trouble in discharging.

IV/ Wordbuilding:

1/ Form negatives from: sufficient, exact, accurate, distinct, satisfactory, true, proper.

2/ Form nouns from: accurate, sufficient, exact, distinctive.

Bài ba

BÀI HỌC

BILL OF LADING - VẬN ĐƠN

(Continued) Tiếp theo

7/ Freight and other charges due under the contract of carriage shall be payable to the carrier at the place of shipment. Freight and all additional charges fully or partly unpaid at the time of shipment to be Collected from the receivers of goods.

Freight and other charges in connection with carriage of goods must be fully paid up to the carrier, ship or goods lost or not lost. If possible damage to carrier's interests at the place of destination be apprehended, freight and other charges to be altogether fully paid at the place of shipment, particularly:

a/ if the goods delivered for shipment are subject to rapid deterioration;

b/ if, owing to the small value of goods, they cannot cover the freight and all charges in connection with carriage of same;

c/ if, owing to the insufficiency of packing ascertained in accordance with Paragraph 2 of these rules, there may occur loss, evaporation, scattering, breakage or leakage of goods or part thereof, or depreciation of same;

d/ for carriage of animals

e/ for goods carried on deck;

f/ for goods consigned to ports where there are no agencies of the carrier.

8/ Carrier's liability for delivery of goods carried cash on

delivery (c.o.d.) without previously collecting the amount forwarded cannot exceed the same.

9/ On the issue by the carrier, his agent, or master of the ship of the bill of lading the right of disposing of goods (readdressing) belongs to the shipper or to the receiver of goods, or to any holder in due course of the bill of lading, provided he produces all issued copies of the bill of lading or sufficient bail.

The person entitled to dispose of the goods may demand the redelivery of same at the place of shipment before ship's departure, or the delivery of goods at some intermediate port or the delivery of goods to a person other than the one stated in the bill of lading. The said demand shall be expressed in writing to the carrier's agency at the port of loading.

If, however, such orders cannot be executed, the carrier is exempt from responsibility but reserves the right to collect the full amount of freight as originally agreed. The owner of goods must also pay the difference of freight if the same exceeds the freight stipulated for shipment to original port of destination and reimburse to the carrier all expenses resulting from readdressing of goods.

10/ If, in the event of blockade, restraint of authorities, acts of war, ice and any other causes beyond carrier's control, the goods cannot be discharged at the port of destination without risk to ship and cargo, the carrier is entitled to land the goods at one of the nearest ports of call, where possible, at shipper's risk and expense, and to inform the shipper thereof.

If the shipper desires to land the carried goods at original port of destination he has to apply thereof in writing to the carrier's agency at the port of loading. Should the carrier be able to comply with this request, the goods shall be forwarded to original port of destination under a new bill of lading on a ship belonging either to the carrier or to another owner. All payments and freight unpaid under the old bill of lading, as well as all expenses incurred by the

carrier, to be inserted in the new bill of lading beyond the freight and charges due on account of such new carriage.

If, in a port of forced discharging, goods are stored at the carrier's warehouses, no charge in to be made for the first three storage days. In case of forwarding the goods under a new bill of lading to original port of destination, no charges shall be collected for the first five days of storage at the carrier's warehouses. The storage for the period of over five days is to be included in the new bill of lading.

If, in the port of forced discharging, there are no carrier's warehouses, or if these warehouses cannot be used for the said purpose, the goods shall be delivered by the carrier for storage to local warehouses or to any other places in accordance with the customs of the port and at the current rates.

11/ Any deviation of the ship from the contract voyage for the purpose of saving or attempting to save life or property at sea, or any other reasonable deviation, as well as calling at ports in any order shall not be deemed to be an infringement or breach of the contract of carriage, and the carrier shall not be liable for any loss or damage resulting therefrom.

Chú giải từ vựng

due	-	*tới hạn, đúng hạn; có giá trị thanh toán*
to collect	-	*thu ngân*
to apprehend	-	*phát hiện ra*
rapid	-	*nhanh*
deterioration	-	*sự hư hại, sự hư hỏng*
owing to	-	*vì, do*
thanks to	-	*nhờ ở, vì, do*
value	-	*trị giá*
to occur	-	*nảy sinh, phát sinh*

evaporation - *sự bay hơi, sự bốc hơi*
scatterring - *sự tán xạ, sự tan man*
breakage - *sự gãy, sự đứt*
leakage - *sự rò chảy*
depreciation - *sự mất giá*
to consign - *gửi hàng*
cash - *tiền mặt*
c.o.d.=cash on delivery - *thanh toán tiền ngay khi giao hàng*
previously - *trước, trươc đây*
to be forward - *gửi hàng*
to issue - *cấp*
on the issue of - *khi cấp*
to dispose of - *chuyển nhượng*
to hold (held,held)- *giữ, cầm*
holder - *người chủ, người sở hữu (vận đơn)*
in due course - *hợp lệ*
provided - *với điều kiên, miễn là*
to produce - *cung cấp*
bail - *tiền bảo lãnh*
entitled - *được ủy quyền*
to demand - *yêu cầu*
departure - *sự khởi đầu*
intermediate - *trung gian*
to state - *nêu, chỉ ra*
to execute - *thi hành, thực hiện*
to be exempt from- *được miễn*
to reserve - *giành (quyền)*
original - *gốc, chính, ban đầu*
to stipulate - *nêu rõ, qui định*

to reimburse	-	*hoàn trả*
in the event of	-	*trong trường hợp có*
restraint	-	*sự hạn chế*
beyond	-	*ngoài, vượt quá*
acts of war	-	*các hành vi chiến tranh*
cause	-	*nguyên nhân*
port of call	-	*cảng ghé, cảng lánh nạn (dọc đường)*
to desire	-	*muốn, mong muốn*
to apply	-	*xin, xin phép*
to comply with	-	*tuân thủ, làm đúng theo*
to request	-	*yêu cầu*
to land	-	*dỡ hàng lên bờ*
to belong to	-	*thuộc về*
to incur	-	*chịu (chi phí...)*
expenses incurred	-	*những chi phí phải trả*
to insert	-	*thêm vào*
on account of	-	*vì*
force	-	*lực; sự bắt buộc*
forced	-	*bị bắt buộc*
storage	-	*sự lưu kho*
to collect charges	-	*thu phí*
to include	-	*gồm cả, kể cả*
local	-	*địa phương*
customs of port	-	*các tập quán cảng*
current	-	*hiện tại, hiện hành*
at the current rate	-	*theo mức phí hiện hành*
deviation	-	*sự đi chệch hướng*
to attempt	-	*nỗ lực, cố gắng*
property	-	*tài sản*

reasonable	-	*hợp lý*
infringement	-	*sự vi phạm*
breach	-	*sự vi phạm*

Chú giải cấu trúc và ngữ pháp

1/ **if possible damage be apprehended** - nếu sự hư hại khả dĩ được phát hiện. Trong ngôn ngữ rất trang trọng, đặc biệt là trong các văn kiện pháp lý, **to be** được dùng sau if ở bàng thái cách (subjunctive) để chỉ sự việc ta tưởng tượng có thể xảy ra. xin lưu ý các dạng bàng thái cách của **to be** là **be** cho tất cả các ngôi ở thì hiện tại.

2/ **if, owing to the small value of goods, they cannot cover the freight** - nếu, vì giá trị nhỏ của hàng hoá, họ không thể trả cước phí. **Owing to** có nghĩa là **because of** (vì) thường đứng đầu câu hay đầu mệnh đề (và có dấu phẩy).

3/ Xin lưu ý loại câu ám chỉ rằng hành động trong mệnh đề IF (if-clause) là hoàn toàn có khả năng xảy ra. Nghĩa ở đây là hiện tại hoặc tương lai, nhưng động từ trong mệnh đề if là thì hiện tại. Xem các câu trong bài sau đây:

If there are no carrier's warehouses, the goods will be stored at local warehouses.	*Nếu không có nhà kho nào của người vận chuyển, hàng hoá sẽ được lưu lại tại các kho địa phương.*
If the shipper fails to pay the freight, the goods will be disposed of by the carrier.	*Nếu người gửi hàng không thanh toán cước phí, hàng hoá sẽ bị người vận chuyển nhượng.*

4/ **the goods lost or not = whether the goods are lost or not** - cho dù hàng hoá có bị mất (xem Bài 2, chú giải cấu trúc và ngữ pháp, 3)

5/ **without previously collecting the amount forwarded** - không có thu ngân trước số lượng hàng hoá gửi đi.

6/ **to a person other than the one stated in the Bill of Lading** - cho một người khác với người đã ghi trong vận tải đơn.

7/ **no charge is to be made for** - không trả phí nào cho.

Bài tập

I/ Answer the following questions:

1/ What part of freight is usually paid in the port of shipment?

2/ From whom is the remainder of freight to be collected?

3/ In what cases must freight be fully paid up at the place of shipment?

4/ How is the freight to be paid if the goods are subject to rapid deterioration?

5/ What may occur if the packing of goods is insufficient?

6/ To whom does the right of disposing of goods belong after the Bill of Lading has been issued?

7/ When may the shipper of goods demand redelivery at the place of shipment?

8/ How and to whom must this demand be expressed?

9/ What right does the carrier reserve if the goods are readdressed?

10/ What may the master do with the cargo in case of blockade or acts of war?

11/ At whose risk and expense must the goods be landed in this case?

12/ Who is bound to pay storage expenses in the port of forced discharging if the goods are stored at local warehouses?

13/ During what period no charge is made for storage of goods at the warehouses?

14/ What deviation of the ship from the contract voyage will be deemed as reasonable?

15/ Who is responsible for the loss of goods if they are not properly marked or labelled?

II/ Fill in the blanks with the required prepositions where necessary:

1/ Freight and other charges due...contract...carriage must be paid...the carrier...the place of shipment.

2/ Freight must be fully paid if the goods are subject...rapid deterioration.

3/ Owing...the small value...goods they cannot cover the freight.

4/ I am entitled to dispose...the goods.

5/ ...the event...blockade the carrier is entitled to land the goods...one of the nearest ports...call.

6/ Should the carrier be able to comply...the shipper's request, the goods shall be forwarded... the original port...destination...a new Bill of Lading.

7/ ...a port of forced discharging the goods must be stored...the carrier's warehouse.

III/ Insert commas where necessary:

1/ If necessary, the goods may be discharged at the port of khorfakkan

2/ The goods as you know were in quite a good condition.

3/ Storage expenses if any will reimbursed by the shippers.

4/ All the sailors to say nothing of the captain fully realized the danger.

IV/ Wordbuilding:

1/ Form nouns from: to collect, to connect, to hold, to demand.

2/ Form verbs from: carriage, application, storage, deviation.

Bài bốn

BÀI HỌC

BILL OF LADING - VẬN ĐƠN

(Continued) (tiếp theo)

12/ The goods shall be loaded and discharged as fast as the ship can take or deliver them, on or from the ship's tackles or any auxiliary craft, without interruption by day and night, sundays and holidays not excepted, and the owner of goods shall be liable to the carrier for all loss or damage incurred in default thereof.

Should the goods not be received by their owner in accordance with this clause or if he fails to appear to take delivery of the goods immediately on the ship's arrival, the master or carrier's agent shall be at liberty to put the goods into craft and/or land the same on the quay at the expense and risk of the owner of goods, as the master or carrier's agent may think fit.

13/ The carrier shall have a lien upon the goods for and until the payment of freight and all other charges and expenses due under the contract of carriage and in relation to the handling of the goods during the voyage as well as, if the case may be, customs duties and taxes of any kind whatsoever.

14/ If within two months after the ship's arrival at the port of destination the goods have not been claimed and/or their owner has not covered all amounts as aforesaid in Paragraph 13, the carrier shall be at liberty to sell the goods by public auction whereof the shipper shall be notified in writing.

Unclaimed goods subject to deterioration may be sold before the expiration of two months. The proceeds shall be used for covering the total charges, costs and expenses due to the carrier

on custody, storage and sale of unclaimed goods, and if the proceeds fail to cover all sums due to the carrier in respect of said goods, the carrier shall entitled to recover the difference from the owner of goods.

15/ Unless notice of loss or damage or delay in delivery of goods be given the carrier before or at the time of the removal of the goods, such removal shall be prima facie evidence of the delivery by the carrier of the goods in accordance with all terms and conditions of the bill of lading.

If partial loss or damage be not apparent by customary delivery of goods the notice may be given to the carrier by the receiver of goods within three days after their receipt.

In the aforesaid cases the notice must be given in writing.

16/ If wrong tariffs or rates of freight are applied or in the event of errors in calculating freight or other charges, the arrears must be paid to the carrier and overcharges must be returned by the carrier. The carrier is entitled to recover the arrears from the overcharges and any other amount due by him to the owner of goods.

17/ The carrier shall be bound, before and at the beginning of the voyage, to make the ship seaworthy, properly man, equip, and supply the ship and make the holds, refrigerating and cool chambers fit and safe for reception, preservation and carriage of cargo.

Subject to the provisions of this paragraph the carrier shall be discharged from liability latent defects not discoverable by due diligence.

Chú giải từ vựng

tackles	-	*dây cẩu tàu*
auxiliary	-	*phụ, hỗ trợ*
craft	-	*xuồng*

interruption - *sự gián đoạn*
to except - *loại trừ, không kể*
quay - *ke, đường bờ, bến (tàu)*
to take delivery - *nhận hàng*
fit - *phù hợp, thích hợp*
lien - *quyền giữ hàng*
until = till - *cho đến khi*
in relation to - *có liên quan đến*
handling - *sự bốc dỡ và bảo quản hàng (trong chuyến hành trình)*
if the case may be - *nếu có thể có*
customs duties - *thuế hải quan*
taxes - *thuế*
whatsoever - *nào, gì*
within - *trong vòng, nội trong*
to claim - *khiếu nại*
public auction - *sự bán đấu giá hợp pháp*
to notify - *thông báo*
expiration - *sự hết, sự mãn (thời hạn)*
proceeds - *tiền thu do bán hàng*
costs - *chi phí*
sale - *sự bán hàng*
sum - *khoản tiền*
in respect of - *có liên quan đến*
unclaimed - *không được thừa nhận, vô chủ (hàng)*
unless - *trừ phí*
removal - *sự xê dịch, sự dời chuyển*
prima facie evidence - *bằng chứng sơ khởi*
evidence - *bằng chứng*
partial - *bộ phận*

be not apparent - *không rõ ràng*
customary - *theo tục lệ, theo tập tục*
receipt - *biên nhận*
notice - *giấy thông báo*
tariff - *thuế quan*
error - *lỗi, sự sai, sự lầm lẫn*
arrears - *tiền còn thiếu*
overcharges - *tiền dư, tiền thừa*
seaworthy - *có khả năng đi biển*
to man (manned, manned) - *cung cấp người*
equip - *trang bị*
refrigerating - *sự làm lạnh*
cool chamber - *buồng lạnh*
reception - *sự nhận hàng*
preservation - *sự bảo quản hàng*
provisions - *điều khoản, qui định*
latent defect - *ẩn tỳ, tiềm tật (của hàng hoá)*
discoverable - *có thể phát hiện ra*
by due diligence - *bằng hành động chu đáo*

Chú giải cấu trúc và ngữ pháp

1' **Shall** chỉ thường được dùng với ngôi thứ nhất (first person), nhưng **shall** khi được dùng với ngôi thứ hai (second person) và ngôi thứ ba (third person) để chỉ sự quả quyết, nhất định (determination) và nghĩa vụ (obligation). Chẳng hạn:

- the goods **shall** be loaded - *hàng hoá sẽ được chất*
- the owner of the goods **shall** be liable to the carrier - *người chủ hàng sẽ chịu trách nhiệm với người vận chuyển*
- the proceeds **shall** be used - *tiền bán hàng sẽ được dùng*

2/ **If he fails to appear to take delivery** - nếu chủ hàng không đến xin nhận hàng hoá. (xem Bài 2, chú giải cấu trúc và ngữ pháp, 2)

3/ **Unless**: trừ khi, nếu không

unless notice of **loss** of goods be given	- **nếu** *thông báo mất hàng* **không** *được trao*
unless he comes in time	- **trừ khi** *ông ta đến đúng lúc*

4/ **Terms and conditions** - các điều kiện và điều khoản

5/ **if the case may be - nếu có thể có, trong trường hợp có thể có** (thuế hải quan, hay bất kỳ loại thuế nào).

Case được dùng trong những thành ngữ khác:

as the case may be	- *tuỳ trường hợp*
if that is the case	- *nếu đúng như vậy*
it is not the case	- *không đúng như vậy*
that is the case with him	- *đó là trường hợp của nó*

6/ **Subject to** - tuỳ theo, tuỳ thuộc

if the goods **are subject to** deterioration	- nếu hàng hoá bị hư hại quá nặng
subject to the provisions of this paragraph the carrier shall be discharged	- theo như các điều khoản của đoạn này, người vận chuyển sẽ được miễn trách.

Bài tập

I/ Answer the following questions:

1/ What may the captain do with the cargo if the owner of the goods does not take delivery of them on the ship's arrival?

2/ What may the carrier do in case the freight is not paid?

3/ What may the carrier do with the unclaimed goods?

4/ How shall the proceeds of such a sale be used?

5/ Within how many days must the notice of loss of or damage to the goods be given by the receiver?

6/ What is usually done in the event of errors in calculating freight and other charges?

7/ How can the carrier recover the arrears?

8/ In what condition must the ship be before she begins her voyage?

9/ Who is responsible for the proper equipment of the ship's holds?

10/ What do we use the refrigerating chambers for?

II/ Fill in the blanks with the required prepositions where necessary:

1/ The work shall continue without interruption...day and night.

2/ ...accordance...this clause the captain is...liberty to land the goods...

3/ The carrier has a lien...the goods...the payment...freight and all other charges.

4/ If...two months...the ship's arrival the goods have not been claimed, the carrier shall sell them...public auction.

5/ If the goods are subject...deterioration, they may be sold...the expiration...two months.

6/ The carrier is bound...the beginning...the voyage to make the ship seaworthy.

III/ Translate into Vietnamese:

1/ He says that the vessel shall come at 5 o'clock.

2/ The goods shall be reweighed before their delivery.

3/ Unless you do it at once, we shall sell the goods.

4/ The ship shall leave on Monday in accordance with the orders from the charterers.

5/ In case you do it, you shall be responsible for the damage.

IV/ Wordbuilding:

1/ Form nouns from: to deliver, to except, to claim, to notify.

2/ Form verbs from: interruption, handling, sale, removal.

3/ Form adverbs from: large, due, light, proper, cold.

Bài năm

BÀI HỌC

BILL OF LADING - VẬN ĐƠN

(Continued) (tiếp theo)

18/ The carrier shall be responsible for the loss of or damage to the goods as well as for delay in delivery of the same, unless loss or damage or delay has arisen or resulted from cause which could not have been avoided by carrier's due diligence, particularly from:

a/ force majeure;

b/ perils, dangers and accidents of the sea or other navigable waters;

c/fire, effects of temperature, air, humidity;

d/ acts and orders of authorities (arrest or restraint, quarantine, ect);

e/ acts of war and people's commotions;

f/ act or omission of the shipper or receiver of the goods, in particular when the goods have been loaded by shipper's means and/or discharged by receiver's means;

g/ nature of goods (inherent vice or normal wastage) and latent defects of same;

h/ defects of packing not discoverable from outside or when the goods have been delivered for shipment without any packing or in packing insufficient, although under the nature of goods proper packing was necessary, and in so far as the damage has actually resulted from absence or insufficiency of packing, or if, in the case of sound packages, a shortage and/or non-correspondence of

contents with their description as in the bill of lading has been found;

i/ insufficiency or indistinctness of marks;

j/ disease or death of carried animals;

k/ act or omission of the master, crew and pilot in the navigation or in the management of the ship, except, however, act or omission in relation to the reception, loading, stowage, custody, care, discharge and delivery of goods;

l/ saving or attempting to save life, ship or goods.

Any clause or agreement in regard to the liability for the time from the moment of loading of goods and until the goods are discharged, contradictory to the rules of this article, shall be null and void and of no effect.

19/ The remuneration of the owner of the goods per each lost or damaged package or unit shall be estimated in accordance with their value at the port of ship's destination on the day when the latter has arrived or must have arrived, but cannot exceed 1.000 rials, unless the value of such goods has been declared by the shipper and inserted in the bill of lading.

20/ Goods shipped without the master's knowledge shall be discharged in any port at the option of the master, and double freight due from the place of shipment up to the place of discharging as well as all damages arising out of or resulting from such shipment must be paid by the shipper.

21/ If goods inflammable, explosive or dangerous by their nature become a danger to the ship or other cargo, they may during the voyage be landed at any time and at any place, or destroyed, or rendered innocuous by the carrier without any compensation to the owner of such goods, the latter being obliged to pay the carrier the agreed freight in full.

22/ The shipper is obliged to declare the exact weight of any single package over one and a half tons. These packages are to

be loaded and discharged at the risk and expense of their owners and by their means.

23/ The carrier is at liberty, if necessary, to trans-ship the goods from one ship to another directly or by means of preliminary discharging of the said goods on quay or into lighters and/or to convey the goods while loading and discharging on auxiliary craft.

The carrier is also at liberty to transfer the goods to ships belonging to other owners or to forward them by other means of transport, the provisions and clauses of this bill of lading remaining valid for the whole voyage.

24/ Refrigerated goods are not received for shipment and carriage unless the ship holds the classification of the Lloyd's Register of shipping. The existence of such class at the time of shipment shall be deemed to be final and complete evidence as against the shipper and receiver of goods and any holder of the Bill of Lading that the ship, her engines and machinery, refrigerating machinery, spare gear and equipment, insulation fitting and stores, both at the time of loading and during every stage of the voyage, were in every respect in a fit and seaworth condition. The existence of such class shall also be deemed to satisfy and discharge any obligation or warranty expressed or implied under this bill of lading as to provision of a seaworthy and fit ship for the whole voyage.

25/ General average shall be adjusted according to York-Antwerp Rules, 1974, and average adjustment shall be prepared in Iran.

26/ All claims and disputes arising under and in connection with this bill of lading shall be judged in Iran.

27/ All question and disputer not mentioned in this bill of lading shall be determined according to the Merchant shipping code of Iran.

Chú giải từ vựng

avoid - Làm cho mất hiệu lực
particularly - *đặc biệt, nhất là*
force majeure - *bất khả kháng*
peril - *tai nạn, hiểm họa*
accident - *tai nạn bất ngờ*
fire - *hoả hoạn*
humidity - *độ ẩm*
authorities - *những người có thẩm quyền*
quarantine - *sự kiểm dịch, dịch tễ*
omission - *sự không làm tròn công việc*
by shipper's means - *bằng những phương tiện của người gửi hàng*
inherent - *thuộc về bản chất*
vice - *lỗi, tật, sự hư hỏng*
wastage - *sự mòn, sự hao mòn*
from outside - *từ bên ngoài*
under the nature - *thuộc về bản chất*
in so far as - *trong chừng mực mà*
actually - *thật, thật sự*
sound - *chắc chắn, đúng qui cách*
shortage - *sự thiếu hụt*
disease - *bệnh tật*
management - *sự quản lý*
stowage - *sự xếp hàng*
agreement - *sự thoả thuận*
contradictory - *mâu thuẫn, trái ngược*
null and void - *vô hiệu lực và không phát sinh hiệu quả*
of no effect - *không có hiệu lực*

Remuneration	-	Tiền thù lao, đền đáp.
to estimate	-	*ước tính, ước định*
latter	-	*cái sau, vật sau*
Knowledge	-	Sự nhận biết (sự xác nhận: confiene)
at the option	-	*tuỳ sự lựa chọn*
inflammable	-	*dễ tự bốc cháy*
explosive	-	*dễ gây nổ*
innocuous	-	*vô hại*
to render innocuous	-	*giao trả một cách vô hại*
to trans-ship	-	*chuyển hàng, sang hàng*
preliminary	-	*sơ bộ*
to convey	-	*chở, chuyên chở*
to transfer	-	*chuyển nhượng, chuyển giao*
valid	-	*có hiệu lực*
to exist	-	*hiện diện, tham dự*
existence	-	*sự hiện diện, sự tham dự*
final	-	*có giá trị cuối cùng*
complete	-	*hoàn hảo, toàn diện*
spare	-	*phụ tùng*
gear	-	*thiết bị (bốc xếp hàng)*
equipment	-	*trang thiết bị*
insulation	-	*sự cách ly*
fitting	-	*sự lắp ráp, sự trang bị*
stage	-	*giai đoạn*
Warranty	-	Bảo hiểm; (duty: trách nhiệm)
to express	-	*nêu, ghi rõ*
to imply	-	*ám chỉ, hàm ý, mặc nhiên được hiểu và thực hiện (nghĩa vụ)*
average adjustment	-	*sự tính toán tổn thất*
to adjust	-	*tính toán (tổn thất)*

average - *tổn thất*
to judge - *phân xử*
to mention - *đề cập, nói đến*
Merchant Shipping Code - *luật hàng hải thương thuyền*

Chú giải cấu trúc và ngữ pháp

1/ loss **of** goods: sự mất mát hàng hoá
damage **to** goods: sự hư hại hàng hoá
loss được theo **sau bởi of** và **damage** được theo sau bởi **to.** Nhưng khi **loss** và **damage** được dùng cùng lúc thì ta sẽ nói như sau:

responsible for the loss of or damage to the goods - chịu trách nhiệm về sự mất mát và hư hại của hàng hoá.

2/ and/or - và/hoặc. Đây là sự tĩnh lược (ellipsis) hai mệnh đề đứng trước và sau **and** và **or** có cùng nội dung.

3/ They may be rendered innocuous by the carrier without any compensation to the owner of such goods, the latter being obliged to pay the carrier the agreed freight in full - hàng hoá sẽ được người vận chuyển giao trả một cách vô hại cho chủ hàng mà không hề có sự bồi thường nào, chủ hàng có nghĩa vụ trả đủ cước phí đã thoả thuận cho người vận chuyển.

Trong câu trên being obliged là hiện tại phân từ (present participle) được dùng trong một cấu trúc độc lập phân cách (nominative absolute construction), trong đó hiện tại phân từ này cùng với chủ từ (subject) đi trước nó tạo thành một nhóm từ độc lập về mặt cấu trúc với phần còn lại của câu. Nhóm từ độc lập này (absolute phrase) bổ nghĩa thêm cho ý được diễn đạt của toàn câu, cho nên tương đương với mệnh đề trạng từ (adverbial clause). Cấu trúc độc lập này được dùng trong văn chương và các văn kiện pháp lý. Một ví dụ khác trong bài:

or to forward them by other means of transport, the provisions and clauses of this bill of lading remaining valid for the whole voyage	- hoặc gửi hàng bằng những phương tiện vận tải khác, các điều kiện và điều khoản của vận tải đơn này vẫn có hiệu lực cho toàn chuyến hành trình.

4/ shall be deemed to be final and complete evidence - sẽ được xem là chứng cứ có giá trị cuối cùng và toàn diện (xem Bài Hai, chú giải cấu trúc và ngữ pháp,4).

5/ Which could not have been avoided - những nguyên nhân mà lẽ ra không tránh được.

6/ The shipper shall responsible for the damage to goods unless this damage has arisen - người gửi hàng sẽ chịu trách nhiệm đối với sự hư hại của hàng trừ khi hư hại này phát sinh.(xem Bài bảy, chú giải nhóm từ,3).

7/ unless the ship holds the classification - trừ khi tàu được xếp hạng.

8/ The existence of such class shall also be deemed to satisfy and discharge any obligation or warranty expressed or implied under this Bill of Lading as to provision of... tàu đã mang ký hiệu xếp hạng như thế cũng sẽ được xem là đáp ứng và hoàn thành nghĩa vụ được qui định rõ hoặc mặc nhiên được hiểu và thực hiện trong vận tải đơn này.

Bài tập

I/ Answer the following questions:

1/ In that cases shall the carrier be discharge from liability from damage to or loss of the goods?

2/ How is the remuneration for the lost or damaged goods estimated?

3/ What may be done with the goods shipped without the captain's knowledge?

4/ What freight is to be paid for the goods shipped in that way?

5/ What may be done with inflammable or explosive goods if they prove to be dangerous during the voyage?

6/ In what case must the shipper declare the exact weight of each single package?

7/ At whole risk and experise must the extra weights be loaded and discharged?

8/ What right with regard to trans-shipment of goods is provided to the captain?

9/ To what ships may the carrier transfer the goods as per clause 23 of the bill of lading ?

10/ In what case are refrigerated goods not received for shipment?

11/ According to what rules is General Average usually adjusted?

12/ Where shall all the claims and disputes under this bill of lading be judged?

II/Translate into Vietnamese

1/ Loading and discharging of goods are to be carried out without interruption by day and right, holidays and Sundays not excepted.

2/ Insufficiency of packing may result in damage to goods, the carrier not being responsible for it.

3/ General Average shall be adjusted according to York-Antwerp Ruler, the average adjustment being prepared in Iran.

III/ Replace the absolute contructions by the corresponding clauses:

1/ Loading being completed the shipper received the original bill of lading.

2/ Dangerous goods were destroyed, the carrier ,paying no compensation to their owner.

3/ The goods were transferred to another ship, this belonging to the other owners.

IV/ Wordbuilding:

1/ Form nouns from: to agree, to exist, to convey, to judge, to mention.

2/ Form verbs from: omission, management, knowledge, adjustment.

3/ Form adjectives from: actually, to discover, to complete, to express, effect.

Bài sáu

BÀI HỌC

UNIFORM GENERAL CHARTER

HỢP ĐỒNG THUÊ TÀU THEO MẪU CHUNG

Adopted by
the Documentary Committee
of the Chamber of Shipping
of the United Kingdom

RECOMMENDED

Issued to come into force for fixtures on and after 15th September 1922

THE DOCUMENTARY COUNCIL OF THE BALTIC AND WHITE SEA CONFERENCE
(The Baltic and International Maritime Conference)

UNIFORM GENERAL CHARTER AS REVISED 1922

(only to be used for trades for which no approved form is in force)

Code Name:
GENCON

London, 7th January, 19...

Owners 1/ IT IS THIS DAY MUTUALLY AGREED *between Allied Maritime, pte.Inc., Monrovia, Liberia, Owners* of the steamer or motor-vessel *"MARINA"* of $\frac{10,000}{6,700}$ tons $\frac{\text{gross}}{\text{net}}$ register and carrying about *15,000* tons of deadweight cargo

Position *now trading*
and expected ready to load under this charter about *31st January, 19...*

Charterers and Messrs *The Takoradi Trading Corporation of Takoradi, Ghana as* Charterers.

Where to load That the said vessel shall proceed to Monrovia, Liberia, or so near there to as she may safely get and lie.

Cargo always afloat, and there load a full and complete cargo (if shipment of deck cargo agreed same to be at Charterer's risk) of *12,500 metric tons (10% more or less at Master's option) of CEMENT in paper bags* (charterers to provide all mats and/or wood for dunnage and any separations required, the owners allowing the use of any dunnage wood on broad if required) which the charterers bind themselves to

Destination ship, and being so loaded the vessel shall proceed to *Tema or Takoradi, one port at Charterer's option* as ordered on signing Bills of Lading or so near there to as she may safely get and lie always afloat and there deliver the cargo on being paid freight on $\frac{\text{delivered}}{\text{intaken}}$.

Rate of Freight quantity-as follows: 46/6 (say: forty six shillings and six pence) per 1 metric ton of cargo, FIOS basis, one discharging port. Charterers shall have the option of discharging in two ports, they paying extra £2,200 -/- (say : two thousand and two hundred English pounds sterling).

Owner's Responsibility Clause 2/ Owners are to be responsible for loss of or damage to the goods or for delay in delivery of the goods only in case the loss, damage or delay has been caused by the improper or negligent stowage of the goods (unless

stowage performed by shippers or their stevedores or servants) of by personal want of due diligence on the part of the owners or their manager to make the vessel in all respects seaworthy and to secure that she is properly manned, equipped and supplied or by the personal act default of the owners or their manager.

And the Owners are responsible for no loss or damage or delay arising from any other cause whatsoever, even from the neglect or default of the Captain or crew or some other person employed by the owners on board or ashore for whose acts they would, but for this clause, be responsible, or from unseaworthiness of the vessel on loading or commencement of the voyage or at any time whatsoever.

Damage caused by contact with or leakage, smell or evaporation from other goods or by the inflammable or explosive nature or insufficient package of other goods not to be considered as caused by improper or negligent stowage even if in fact so caused.

Deviation Clause 3/ The vessel has liberty to call at any port or ports in any order, for any purpose, to sail without pilots, to tow and/or assist vessels in all situations, and also to deviate for the purpose of saving life and/or property.

Chú giải từ vựng

Adopt	-	Chấp nhận
fixtures	-	*việc thuê tàu*
to approve	-	*chấp thuận, phê chuẩn*
mutual	-	*chung, đồng*
risgister ton	-	*tấn đăng ký (2,83m3), tấn ghi số*
gross	-	*khối lượng tính cả bao bì*
net(t)	-	*khối lượng tịnh*

deadweight - *trọng tải chiếc tàu*
to expect - *dự kiến, dự định*
charterer - *người thuê tàu*
said - *trên đây, đã nói trên*
to proceed - *đi đến*
thereto = to that - *đến đó, đến nơi đó*
safe - *an toàn*
to lie afloat - *nổi, không bị mắc cạn*
deck cargo - *hàng chở trên boong*
same - *tương tự*
cement - *xi măng*
grade - *loại*
mat - *đệm lót hàng*
wood - *gỗ*
dunnage - *đồ chèn lót*
separation - *đồ cách ly*
to require - *yêu cầu*
to allow - *cho phép*
to bind oneself (bound, bound) - *cam kết*
intaken - *được nhận*
say - *bằng chữ*
FIOS = free in and out and free stowed - *miễn phí bốc, dỡ và xếp hàng trong hầm (đối với chủ tàu)*
improper - *không hợp lý, không đúng qui định*
negligent - *lơ là, bất cẩn, tắc trách*
to perform - *thực hiện*
stevedore - *công nhân bốc xếp ở cảng*
want of - *sự thiếu, sự không có*
on the part of - *về phía*
to secure - *bảo đảm*

default	-	*sự vi phạm*
neglect	-	*sự lơ là, sự bất cẩn*
crew	-	*thủy thủ đoàn, thuyền viên*
to employ	-	*thuê*
contact	-	*sự xếp chung (với các hàng khác)*
smell	-	*sự phát mùi*
to consider	-	*xem, cho là*
to tow	-	*kéo lại dắt (tàu)*
to assist	-	*giúp đỡ*
to deviate	-	*đi chệch hướng*
to save	-	*cứu nạn*

Chú giải cấu trúc và ngữ pháp

1/ Quá khứ phân từ (past participle) được dùng trong một số câu trong bài để tạo thành một nhóm từ làm chức năng của một tính từ (adjective) và bổ nghĩa cho danh từ đi trước nó. Chẳng hạn trong bài có:

Damage **caused** by contact with other goods shall not be considered...	- Hư hại của hàng hoá do xếp chung với các hàng hoá khác sẽ không được xem là...

Các ví dụ khác:

The clauses **mentioned** in this document are obligatory for both parties	Các điều khoản được nói đến trong văn kiện này có giá trị thực hiện cho cả hai bên.
The conditions mentioned in your last letter have been carefully considered by us.	Những điều kiện được đề cập trong thư vừa rồi của quí ông được chúng tôi xem xét kỹ.

2/ Cần phải cẩn thận khi dùng cấu trúc có phân từ (participle) tương đương với mệnh đề trạng từ (adverbial clause) để bảo

đảm rằng phân từ đó liên quan đúng đắn với những từ làm chủ từ của động từ. Ví dụ:

Sailing on Monday the ship generally comes here on Thursday. Sailing = because the ship sails on Monday	Xuất phát vào ngày thứ hai, tàu theo như thường lệ sẽ đến đây vào ngày thứ ba.

Trong câu trên hiện tại phân từ diễn đạt nghĩa chủ động. Trong cấu trúc động từ bị động **being** được dùng chẳng hạn:

being so loaded the vessel shall proceed to Liverpool (being so loaded = the vessel is so loaded)	được chất hàng như thế tàu sẽ đi đến Liverpool
being questioned by the master the receiver of the goods could not answer why he was taking delivery under this Hamburg bill of lading not the Limassol one. (being questioned by the master = the receiver of the goods was questioned by the master).	được chất vấn bởi thuyền trưởng, người nhận hàng không thể trả lời tại sao anh ta lại nhận hàng theo vận đơn được cấp tại Hamburg này chứ không phải là theo vận đơn được cấp tại Limassol.

3/ **same to be charterer's risk** - hàng được vận chuyển xếp trên boong sẽ do người thuê tàu chịu rủi ro. (Xem bài bốn chú giải cấu trúc và ngữ pháp 1)

charterers to provide all mats - người thuê tàu sẽ cung cấp tất cả các đệm lót hàng

4/ **any separations required the owners allowing the use of any dunnage wood on board** - bất kỳ có những đồ cách ly nào được yêu cầu, chủ tàu cho phép việc sử dụng bất cứ thanh

gỗ chèn lót nào trên tàu (xem bài năm, chú giải cấu trúc và ngữ pháp 3).

5/ Mệnh đề phân từ (participle clause) có thể được dùng sau các từ **on** hoặc **upon, in, at, once, after, before, since, when**...ví dụ:

-on being paid freight	- ngay khi được trả cước phí
-on signing	- khi ký kết
-on paying	- khi thanh toán
-upon receipt of documents	- ngay khi nhận các chứng từ

6/ Các quá khứ phân từ cũng được dùng sau các từ **if, when, unless** trong các mệnh đề trạng từ và diễn đạt nghĩa bị động. Xem ví dụ sau trong bài:

The Owner allowing the use of any dunnage wood on board **if required**	Chủ tàu cho phép việc sử dụng bất cứ thanh gỗ chèn lót nào trên tàu nếu được yêu cầu.

Các ví dụ khác:

- when required	- khi được yêu cầu
- if used	- nếu được sử dụng
- when used	- khi được sử dụng
- unless given	- trừ khi được cho

7/ **The Owner are responsible for no loss or damage = the Owner are responsible for any loss and damage** - chủ tàu không chịu trách nhiệm đối với sự mất mát và hư hại của hàng hoá.

Bài tập

I/ Answer the following questions:

1/ Between what two parties is a Charter Part usually concluded?

2/ Who are the Charterers under this Charter Party?

3/ What ship did they charter?

4/ To whom did that ship belong?

5/ When was that ship expected ready to load?

6/ What port was that ship to proceed to?

7/ Was she to take any cargo there?

8/ What cargo was ship to load?

9/ How many tons of cargo was the ship to take aboard?

10/ At whose risk was the deck cargo to be carried?

11/ At what port was the ship to discharge the cargo?

12/ At what rate of freight was the cargo to be carried?

13/ What was the total amount of freight? (calculate it)

14/ At how many ports did the Charterers have option to discharge the cargo?

15/ What amount of extra freight were the Charterers to pay for discharging the cargo in the second port?

16/ On what basis were the goods to be loaded, stowed and discharged?

17/ In what case are the owners to be responsible for loss of or damage to the goods?

18/ Are the owners responsible for delay in delivery of goods?

19/ Who is to make the vessel seaworthy before the voyage?

20/ What are the owners to secure before the voyage?

21/ Are the owners responsible for the loss of or damage to the goods if the stowage was performed by the shippers?

22/ How is the damage to be considered when it was caused by contact with other goods?

23/ For what purpose may the vessel call at ports?

24/ May the vessel sail without pilots, if necessary?

25/ For what purpose may the vessel from her contract voyage?

II/ Fill in the blanks with the required prepositions where necessary:

1/ The ship proceeded...Monrovia and there loaded a full and complete cargo...cement.

2/ Shipment...desk cargo was agreed... Charterers' risk.

3/ Owners are to be responsible...loss...or damage...the goods.

4/ They are also responsible...delay...delivery...the goods.

5/ The rate...freight was agreed...46/6 per 1 metric ton.

6/ The vessel has liberty to call...port or ports...any order, and...any purpose.

III/ Translate into Vietnamese:

1/ The above-mentioned Charter Party was signed by both parties.

2/ The ship mentioned in your letter belongs to the Danish shipping Company.

3/ The ship chartered by your company proceeded to the port of loading.

4/ The ship's winches are in goods working order.

5/ Working two extra hours a day we succeeded in completing loading ahead of time.

6/ Being loaded the ship proceeded to the port of destination.

7/ Being informed that the ship was ready I sent a telegram at once.

8/ On leaving the port of loading the ship proceeded directly to the port of destination.

9/ The freight should be paid on signing tne bills of lading.

10/ The cargo may be discharged at two ports, if required.

IV/ Wordbuilding:

1/ Form verbs from: performance, charterer, separation.

2/ Form adverbs from: mutual, safe, personal.

3/ Form nouns from: to trade, to require, to allow.

4/ Form adjectives from: properly, freely, quickly.

Bài bảy

BÀI HỌC

UNIFORM GENERAL CHARTER
HỢP ĐỒNG THUÊ TÀU THEO MẪU CHUNG

(Continued) (tiếp theo)

Payment of Freight 4/ The freight to be paid in cash without discount on delivery of the cargo at mean rate of exchange ruling on day or days of payment, the receivers of the cargo being bound to pay freight on account during delivery, if required by Captain or Owners.

Cash for vessel's ordinary disbursements at port of loading to be advanced by Charterers, if required, at highest current rate of exchange, subject to two per cent, to cover insurance and other expenses.

Loading 5/ Cargo to be brought alongside in such a manner as to enable vessel to take the goods with her own tackle and to load the full cargo *in at the average rate of 2.000 m/tons per wwday, SHEX* running working days. Charterers to procure and pay the necessary men on shore or on board the lighters to do the work there, vessel heaving the cargo on board.

If the loading takes place by elevator cargo to be put free in vessel's holds, Owners only paying trimming expenses.

Any pieces and/or packages of cargo over two tons weight shall be loaded, stowed and discharged by Charterers at their risk and expense.

Time to commence at 1.p.m.,if notice of readiness to

load is given before noon, and at 6 a.m. next working day if notice given during office hours atter noon.

The notice to be given to the Shippers, *Messrs International Trading Co.Ltd.,Monrovia, Liberia.* Time lost in waiting for berth to count as loading time.

Discharging

6/ Cargo to be received by Merchants at their risk and expense alongside the vessel not beyond the reach of her tackle and to be discharged in *at the average rate of 1,000 m/tons per wwday, SHEX* running working days. Time to commence at 1 p.m., if notice of readiness to discharge is given before noon, and at 6 a.m. next working day if notice given during office hours affer noon.

Time lost in waiting for berth to count as discharging time.

Demurrage

7/ Ten running days on demurrage at the rate of *1/-(one shilling) per GRT* per day or pro rata for any part of a day, payable day by day, to be allowed Merchants altogether at ports of loading and discharging.

Lien Clause

8/ Owners shall have a lien on the cargo for freight, dead-freight, demurrage and damages for detention. Charterers shall remain responsible for dead-freight and demurrage (including damages for detention), incurred at port of loading. Charterers shall also remain responsible for freight and demurrage (including damages for detention) incurred at port of discharge, but only to such extent as the Owners have been unable to obtain payment thereof by exercising the lien on the cargo.

Bill of Lading

9/ The captain to sign Bill of Lading at such rate of freight as presented without prejudice to this Charter Party, but should the freight by Bill of Lading amount to

less than the total chartered freight the difference to be paid to the Captain in cash on signing Bill of Lading.

Strike, war and Ice Clauses 10. Strike-Clause, War Clause, and Ice Clause as below.

Cancelling Clause 11/ Should the vessel not be ready to load (whether in berth or not) on or before the *10th February, 19...* Charterers have the option of cancelling this contract, such option to be declared, if demanded, at least 48 hours before vessel's expected arrival at port of loading. Should the vessel be delayed on count of average or otherwise, Charterers to be informed as soon as possible, and if the vessel is delayed for more than 10 days after the day she is stated to be expected ready to load, Charterers have the option of cancelling this contract, unless a cancelling date has been agreed upon.

Chú giải từ vựng

discount	-	*khấu trừ*
mean	-	*trung bình*
rate of exchange	-	*tỉ giá hối đoái*
ordinary	-	*thông thường*
disbursement	-	*số tiền do đại lý tàu trả*
to advance	-	*trả trước*
insurance	-	*bảo hiểm*
alongside	-	*dọc mạn tàu*
to enable	-	*làm cho có thể*
at the average rate of loading	-	*với tiến độ chất hàng trung bình*

wwday = weather working day - *ngày làm việc trong điều kiện thời tiết cho phép*

SHEX = sundays and holidays excepted - *không tính ngày chủ nhật và ngày lễ*

running days - *những ngày liên tục nhau (dài 24 giờ, từ nửa đêm đến nửa đêm; gồm cả ngày chủ nhật và cả ngày lễ).*

to procure - *kiếm được*

to take place - *diễn ra*

to heave - *nâng, đưa lên*

free - *miễn phí*

to trim - *san hàng*

over - *hơn, trên*

to stow - *xếp hàng*

a.m.=ante meridiem - *vào buổi sáng (trước 12 giờ trưa)*

p.m.=port meridiem - *vào buổi chiều (sau 12 giờ trưa)*

to commence - *bắt đầu*

Notice of Readiness - *thông đạt sẵn sàng giúp đỡ*

noon - *buổi trưa*

office hours - *giờ hành chánh*

to count - *tính, đếm*

merchants - *thương nhân, thương gia*

not beyond the reach of her tackle - *không quá tầm đưa ra của dây cẩu tàu*

demurage - *tiền phạt do bốc hàng chậm hơn thời gian xếp dỡ cho phép*

Prodata - Tỷ lệ

altogether - *kể cả*

dead-freight - *cước không (hàng vận chuyển trên tàu không lấy cước)*

detention	-	*sự lưu tàu, sự giam giữ tàu*
extent	-	*chừng mực, phạm vi*
to obtain	-	*nhận, thu được, lấy được*
to exercise a lien	-	*thi hành quyền cầm giữ*
to present	-	*trình, nộp*
without prejudice	-	*không có thành kiến*
to amount (to)	-	*có trị giá đến*
total	-	*tổng số, toàn bộ*
Strike Clause	-	*điều khoản đình công*
War Clause	-	*điều khoản chiến tranh*
to cancel	-	*huỷ bỏ*
otherwise	-	*những trường hợp khác*

Chú giải cấu trúc và ngữ pháp

1/ on day or days of payment, **the receiver of the cargo being bound to pay freight** on account during delivery - vào ngày hay những ngày thanh toán, người nhận hàng có trách nhiệm trả dần trong quá trình giao hàng. (xem Bài Năm, chú giải cấu trúc và ngữ pháp 3).

2/ **2% to cover insurance and other expenses** - 2% trả tiền bảo hiểm và các chi phí khác.

to cover là động từ nguyên mẫu có to được dùng để chỉ mục đích. Ý tương tự cũng có thể được diễn đạt bằng **in order to** hay **so as to**. Các ví dụ khác:

The shipper brought the cargo alongside to enable the vessel to take the goods	Người gửi hàng chở hàng đến mạn tàu để tàu có thể nhận hàng.
We presented the Bill of Lading to the master to take delivery of the goods.	Chúng tôi trình vận đơn cho thuyền trưởng để xin nhận hàng.

3/ Charterers shall remain responsible for freight and demurrage, but only to such extent **as the Owners have been unable to obtain** payment thereof by exercising the lien on the cargo - Người thuê tàu vẫn còn trách nhiệm về cước phí và tiền phạt chậm, nhưng chỉ đến khi nào mà chủ tàu chưa thể nhận được thanh toán các khoản tiền đó bằng việc thi hành quyền lưu giữ hàng hoá.

Sau giới từ như **as, when, after, as soon as**... ta thường dùng thì hiện tại đơn (present simple tense) mặc dù câu chỉ thời gian ở tương lai.Ví dụ:

I shall deliver you the cargo as soon as you **pay** the money	Tôi sẽ giao hàng cho ông khi ông trả tiền.

Nhưng chúng ta cũng có thể dùng thì hiện tại hoàn thành (present perfect) sau **as, when, after, as soon as,...** để chỉ hành động thứ nhất sẽ được hoàn tất trước hành động thứ hai. Ví dụ:

I shall deliver you the cargo, as soon as you **have paid** the money	Tôi sẽ giao hàng cho ông khi nào ông trả tiền cho tôi xong.

(xem Bài Ba, chú giải cấu trúc và ngữ pháp 3)

4/ **Should the vessel not be ready = if the vessel should not be ready** - nếu tàu chưa sẵn sàng. (Xem Bài Hai, Chú Giải Cấu Trúc và Ngữ Pháp, 1)

5/ **whether in berth or not = whether the vessel is in berth or not** - cho dù tàu đã cập cầu cảng hay chưa, (Xem Bài Hai, chú giải cấu trúc và ngữ pháp 3).

6/ **after the day she is stated to be expected ready to load** - sau ngày tàu được qui định dự kiến sẵn sàng bốc hàng.

7/ Sau các giới từ, chẳng hạn như **of**, các động từ đều phải được

thêm **ing**. Chức năng của động từ đó được dùng như một danh từ thì động từ thêm **ing** đó được gọi là **gerund** (danh động từ). Ví dụ:

the option **of loading** - quyền lựa chọn chất hàng
the option **of cancelling** - quyền lựa chọn huỷ bỏ
the evidence **of his being paid** the money - bằng chứng anh ta đã trả tiền

8/ payable day by day - có giá trị thanh toán dần

Bài tập

I/ Answer the following questions:

1/ In what manner is the freight to be paid according to Clause 4 ?
2/ How are the receivers of cargo to pay freight, if required by captain?
3/ Who is to advance cash money for vessel's disbursements at the port of loading?
4/ At what rate of exchange is this money to be paid?
5/ What is the 2% deduction to cover in this case?
6/ In what manner is the cargo to be brought alongside the vessel?
7/ At what average rate is the cargo to be loaded?
8/ Who is to procure and pay the necessary men on shore to do the work?
9/ What is the vessel to do with the cargo after it has been brought alongside her?
10/ Is the vessel to pay expenses for loading the cargo by an elevator?
11/ What expenses are the shipowners to pay in this case?
12/ At whose risk and expense shall the extraweights be handled?

13/ When is the loading time to commence if notice of readiness is given before noon?

14/ When is it to commence if notice of readiness is given during office hours after noon?

15/ To whom is the notice of readiness to be given?

16/ How is the time lost in waiting for berth to count?

17/ Where is the cargo to be received by Merchants?

18/ At what average rate is the cargo to be discharged?

19/ How many days are allowed Merchants on demurrage?

20/ How is the demurrage to be payable?

21/ In what case may the Owners exercise a lien upon the cargo?

22/ At what rate of freight is the Captain to sign Bill of Lading?

23/ In what case is he to be paid the difference in cash?

24/ What clauses are incorporated in this Charter Party as mentioned in Clause 10?

25/ In what case do the Charterers have the option of cancelling this contract?

26/ In what case is such option to be declared before hand to the Shipowners?

27/ How many hours before the ship's arrival at the port of loading is it to be declared?

28/ When are the Charterers to be informed if the vessel is delayed on account of average?

II/ Fill in the blanks with the required prepositions where necessary:

1/ Cash money must be paid...English pounds sterling...the current rate... excharge.

2/ The cargo is to be discharged...the average rate...600 tons...weather working day.

3/ Loading commenced,..the 12th January, 19-...2.00p.m...5.00p.m

4/ We lost two days...waiting...berth.

5/ Usually office hours last...eight hours...9.00a.m.

III/ Translate into Vietnamese:

1/ The captain asked for cash money to pay his ship's expenses.

2/ We used a shore crane to discharge heavy lifts.

3/ They worked on Sunday to complete loading ahead of time.

4/ The owners will inform you as soon as the money has been paid.

5/ We shall leave the port after the order has been received.

6/ The freight will be fully paid up unless you give other instructions.

7/ The freight will be fully paid up after you have given instructions.

IV/ Shorten the following sentences using infinitives:

1/ In order to complete loading we need two more cranes.

2/ We arrived here in order to receive some more cargo.

V/ Wordbuilding:

1/ Form verbs from: advance, disbursement, insurance.

2/ Form nouns from: to employ, to count, to pay.

3/ Form adverbs from: proper, due, official.

Bài tám

BÀI HỌC

UNIFORM GENERAL CHARTER
HỢP ĐỒNG THUÊ TÀU THEO MẪU CHUNG

(Continued) (tiếp theo)

General average 12/ General average to be settled according to York-Antwerp Rules, 1974, Proprietors of cargo to pay the cargo's share in the general expenses even if same have been necessitated through neglect or default of the Owners' servants (see clause 2).

Indemnity 13/ Indemnity for non-performance of this Charter Party, proved damages, not exceeding estimated amount of freight.

Agency 14/ In every case the Owner shall appoint his own Broker or Agent both at the port of loading and the port of discharge.

Brokerage 15/ 5% brokerage on the freight earned is due to *International Shippers Ltd., London.*

In case of non-execution at least 1/3 of the brokerage on the estimated amount of freight and dead-freight to be paid by the Owners to the Brokers as indemnity for the latter's expenses and work. In case of more voyages the mount of indemnity to be mutually agreed.

GENERAL STRIKE CLAUSE

Neither Charterers nor Owners shall be responsible for the

consequences of any strikes or lock-outs preventing or delaying the fulfilment of any obligations under this contract.

If there is a strike or lock-out affecting the loading of the cargo, or any part of it, when vessel is ready to proceed from her last port or at any time during the voyage to the port or ports of loading or after her arrival there, Captain or Owners may ask Charterers to declare that they agree to reckon the laydays as if there were no strike or lock-out. Unless Charterers have given such declaration in writing (by telegram, if necessary) within 24 hours, Owners shall have the opition of cancelling this contract. If part cargo has already been loaded, Owners must proceed with same (freight payable on loaded quantity only), having liberty to complete with other cargo on the way for their own account.

If there is a strike or lock-out affecting the discharge of the cargo on or after vessel's arrival at or off port of discharge and same has not been settled within 48 hours, Receivers shall have the option of keeping vessel waiting until such strike or lock-out is at an end against paying half demurrage after expiration of the time provided for discharging, or of ordering the vessel to a safe port where she can safely discharge without risk of being detained by strike or lock-out. Such orders to be given within 48 hours after Captain or Owners have given notice to Charterers of the strike or lock-out affecting the discharge. On delivery of the cargo at such port, all conditions of this Charter Party and of the Bill of Lading shall apply and vessel shall receive the same freight as if she had discharged at the original port of destination, except that if the distance of the substituted port exceeds 100 nautical miles, the freight on the cargo delivered at the substituted port to be increased in proportion.

GENERAL WAR CLAUSE

If the nation under whose flag the vessel sails should be engaged in war and the safe navigation of the vessel should thereby

be endangered either party to have the option of cancelling this contract, and if so cancelled, cargo already shipped shall be discharged eight at the port of loading or, if the vessel has commenced the voyage, at the nearest safe place at the risk and expense of the Charterers or Cargo-Owners.

If owing to outbreak of hostilities the goods loaded or to be loaded under this contract or part of them become contraband of war whether absolute or conditional or liable to confiscation or detention according to international law or the proclaimation of any of the belligerent powers each party to have the option of cancelling this contract as far as such goods are concerned, and contraband goods already loaded to be then discharged either at the port of loading, or if the voyage has already commenced, at the nearest safe place at the expense of the Cargo-Owners.

Owners to have the right to fill up other goods instead of the contraband.

Should any port where the vessel has to load under this Charter be blockaded the contract to be null and void with regard to the goods to be shipped at such port.

No Bill of Lading to be sighned for any blockaded port, and if the port of destination be declared blockaded after Bills of Lading have been signed, Owners shall discharge the cargo either at the port of loading, against payment of the expenses of discharge, if the ship has not sailed thence, or, if sailed, at any safe port on the way as ordered by Shippers or, if no order is given, at the nearest safe place against payment of full freight.

Chú giải từ vựng

General Average	-	*tổn thất chung*
to settle	-	*dàn xếp, thanh toán*
proprietor	-	*người sở hữu*
share	-	*phần đóng góp*

to necessitate - *làm cần thiết*
indemnity - *sự bồi thường*
non-performance - *sự không thực hiện*
proved damages - *những tổn hại chứng minh được*
to estimate - *ước tính*
to appoint - *chỉ định*
broker - *người môi giới*
brokerage - *tiền hoa hồng môi giới*
to earn - *kiếm được*
non-execution - *sự không thi hành*
consequence - *hậu quả*
lock-out - *sự đóng cửa làm áp lực*
to prevent - *làm cản trở*
obligation - *nghĩa vụ*
to affect - *làm ảnh hưởng*
to reckon - *tính toán*
as if - *như thể rằng*
in writing - *bằng văn bản*
to have liberty - *có quyền*
to be at an end - *kết thúc, chấm dứt*
against paying - *để thanh toán*
= against payment
expiration - *sự mãn hạn, sự hết hạn*
to detain - *lưu giữ, cầm giữ*
to apply - *áp dụng*
original - *ban đầu*
to substitute - *thay thế*
to increase - *tăng lên*
to engage - *tham dự vào, lâm vào*
to be engaged in war - *lâm chiến*

navigation	-	*sự hành thuỷ, sự đi biển*
to endanger	-	*làm cho nguy hiểm*
either	-	*này hoặc kia*
either...or...	-	*hoặc...hoặc*
outbreak	-	*sự bộc phát, sự bùng nổ*
hostilities	-	*những hành động gây chiến*
conditional	-	*có điều kiện*
contraband	-	*lậu (hàng)*
liable to	-	*có khả năng xảy ra*
confiscation	-	*sự tịch thu, sự sung công*
proclaimation	-	*sự công bố, sự tuyên bố*
belligerent powers	-	*các cường quốc tham chiến*
as far as	-	*cho đến khi nào mà*
to concern	-	*dính líu, liên quan*
to fill up	-	*lấp đầy, đổ đầy, chất đầy*
instead of	-	*thay vì*
to blockade	-	*phong toả, bao vây*
with regard to	-	*về, đối với*
thence	-	*từ đó, do đó*

Chú giải cấu trúc và ngữ pháp

1/ **Proprietors of cargo to pay the cargo's share in the general expenses** - người sở hữu hàng hoá phải thanh toán chi phí đóng góp vào phí tổn chung của hàng hoá.

2/ **through neglect or default of the Owners' servants** - phát sinh từ sự lơ đễnh hay lỗi của những nhân viên làm công cho chủ tàu.

3/ **the Owners shall appoint his own Broker** - chủ tàu sẽ chỉ định người môi giới riêng của mình.

4/ **the goods loaded or to be loaded** - hàng hoá đã được chất và sẽ được chất; **the goods to be shipped at such ports** - hàng hoá sẽ được gửi đi tại những cảng như thế.

các mệnh đề liên hệ (relative clause) với **which** hoặc **who** có thể được lược bỏ thành những mệnh đề phân từ (participle clause) hay mệnh đề động từ nguyên mẫu (infinitive clause).

Các quá khứ phân từ và động từ nguyên mẫu này được dùng để bổ nghĩa cho danh từ đi trước nó, gọi là thuộc ngữ (attribute).

hãy xem các ví dụ sau:

The ship which is to be discharged here has not arrived yet.	Tàu sẽ được dỡ hàng tại đây vẫn chưa đến.
The ship to be discharged here has not arrived yet.	

to be to được dùng để chỉ một sự sắp xếp (arrangement) hay một kế hoạch (plan).

Các ví dụ khác:

The Bill of Lading to be signed by the Captain have not been brought aboard yet.	Vận đơn sẽ được thuyền trưởng ký vẫn chưa được mang lên tàu.
The money to be paid by the consignee was received by our agent yesterday.	Tiền được người nhận hàng trả được đại lý của chúng tôi nhận ngày hôm qua.

5/ where the vessel **has** to load - nơi tàu phải chất hàng (Xem Bài Bảy, chú giải cấu trúc và ngữ pháp 3)

6/ null and void - vô hiệu lực và không phát sinh hiệu quả

7/ **if so cancelled** - nếu bị huỷ bỏ như vậy;
if sailed - nếu đã khởi hành (xem Bài Sáu, chú giải cấu trúc và ngữ pháp 5)

Bài tập

I/ Answer the following questions:

1/ How is General Average to be settled?

2/ Who is to pay the cargo's share in general expenses?

3/ What amount should the indemnity for non-performance of the Charter not exceed?

4/ Whom shall the Owners appoint at the port of loading and discharge?

5/ What part of the freight earned is due to Brokers as brokerage?

6/ What part of brokerage is to, be paid to Brokers in case of non-execution of the Charter Party?

7/ Who is responsible for delay in loading or discharging owing to a strike, the Shipowners or the Charterers?

8/ Who is to pay for the ship's demurrage in such a case?

9/ What may the Captain ask the Charterers to declare if there is a strike in the port of loading?

10/ Within what time are the Charterers to give such a declaration?

11/ What option shall the Owners have if the Charterers give no declaration?

12/ How must the Captain act if part of the cargo has been already loaded?

13/ What freight is paid in such a case?

14/ What liberty do the Owners have as to completing with other cargo?

15/ What option shall the Receivers have if the strike affects the discharge of cargo?

16/ What demurrage do they have to pay if the ship is kept waiting till the end of the strike?

17/ To what port may the Receivers order the ship to proceed for discharging her cargo?

18/ Within what time are such orders to be given?

19/ What freight shall the vessel receive in such a case?

20/ How is the freight to be increased if the substituted port is father than 100 miles from the original port of discharge?

21/ What option does either party have if safe navigation of a ship is endangered by reason of war?

22/ Where shall the vessel discharge her cargo which has already been loaded if the contract is so cancelled?

23/ What option shall each party have if the goods loaded or to be loaded have become contraband of war owing to outbreak of hostilities?

24/ What is the Captain to do with the contraband goods already loaded?

25/ Who is to pay the expenses of discharge in this case?

26/ May the Shipowners fill up with other goods instead of the contraband?

27/ With regard to what goods is the contract to be void if the port of loading should be blockaded?

28/ For what ports no Bills of Lading should be signed by the Captain?

29/ In what case shall the Owners discharge the cargo at the port of loading?

30/ In what case shall they discharge the cargo at the nearest safe place?

II/ Write out from the text all the sentences containing infinitives used as attributes.

III/ Write out from the text the -ing forms of verbs and explain their function in the sentence.

IV/ Fill in the blanks with the required prepositions where necessary:

1/ The damage...goods was caused...neglect...the Shippers.

2/ Neither Charterers nor Owners shall be responsible...the consequences...any strike.

3/ You are to give such a declaration...writing...24 hours.

4/ They must wait...the end...the strike.

5/ The freight...the cargo delivered...the substituted port is to be increased.

6/ If the nation...whose flag the vessel sails should be engaged...war either party may cancel the contract.

7/ The goods to be loaded...this contract have become contraband...war.

V/ Translate into Vietnamese:

1/ In case of non-execution of this contract 1/3 of the brokerage shall be paid to the Brokers as indemnity for their expenses.

2/ The vessel shall proceed to the nearest safe port.

3/ The owners may cancel this contract, if required.

4/ The strike, unless settled, will affect the loading.

5/ The time was lost through neglect of the Port Authorities.

6/ The money to be paid on account of freight has not been sent yet.

Bài chín

BÀI HỌC

UNIFORM GENERAL CHARTER
HỢP ĐỒNG THUÊ TÀU THEO MẪU CHUNG

(Continued) (tiếp theo)

GENERAL ICE CLAUSE

Port of Lading

a/ In the event of the loading port being inaccessible by reason of ice when vessel is ready to proceed from her last port or at any time during the voyage or on vessel's arrival or in case frost sets in after vessel's arrival, the Captain for fear of being frozen in is at liberty to leave without cargo, and this Charter shall be null and void.

b/ If during loading the Captain, for fear of vessel being frozen in, deems it advisable to leave, he has liberty to do so with what cargo he has on board and to proceed to any other port or ports with option or completing cargo for Owner's benefit for any port or ports including port of discharge. Any part cargo this loaded under this Charter to be forwarded to destination at vessel's expense but against payment of freight, provided that so extra expenses be thereby caused to the Receivers, freight being paid on quantity delivered (in proportion if lump sum), all other conditions as per Charter.

c/ In case of more than one loading port, and if one or more of the ports are closed by ice, the Captain or Owners to be at liberty either to load the part cargo at the open port and fill up elsewhere for their own account as under section b or to declare the Charter

null and void unless Charterers agree to load full cargo at the open port.

d/ This ice clause not to apply in the Spring.

Port of Discharge

a/ Should ice (except in the Spring) prevent vessel from reaching port of discharge Receivers shall have the option of keeping vessel waiting until the re-opening of navigation and paying demurrage, or of ordering the vessel to a safe and immediately accessible port where she can safely discharge without risk of detention by ice. Such orders to be given within 48 hours after Captain or Owners have given notice to Charterers of the impossibility of reaching port of destination.

b/ If during discharging the Captain for fear of vessel being frozen in deems it advisable to leave, he has liberty to do so with what cargo he has on board and to proceed to the nearest accessible port where she can safely discharge.

c/ On delivery of the cargo at such port, all conditions of the Bill of Lading shall apply and vessel shall receive the same freight as if she had discharged at the original port of destination, except that if the distance of the substituted port exceeds 100 nautical miles, the freight on the cargo delivered at the substituted port to be increased in proportion.

Clause 16 to 25 inclusive, as attached herewith, are deemed to be incorporated in this Charter Party and to apply.

FOR AND ON BEHALF OF CHARTERERS INTERNATIONAL SHIPPERS LTD., LONDON ALLIED MARITIME, PTC.INC., MONROVIA, LIBERIA AS AGENTS ONLY

FOR AND ON BEHALF OF OWNERS ALLIED MARITIME, PTC.INC., MONROVIA, LIBERIA ACTING MANAGER.

RIDER TO THE CHARTER PARTY DATED LONDON, 7th JANUARY, 19...
S/S "MARINA"

16/ Notwithstanding Clause 2 the Owners to be responsible for the number of pieces packages, or barrels loaded according to the Bill of Lading.

17/ Days before Sundays or Fridays (whichever applicable) and Holidays to count as three quarters of a day unless used. On Monday or saturday (whichever applicable) and the days after general or local Holidays time not to count until 8 a.m. unless used.

18/ The vessel to supply power steam, winches, derricks, winchmen during day and night free of expenses to Charterers, and Charterers to have free use of ship's lighting for night work, if required.

19/ At loading and/or discharging port one berth to be used only.

20/ Any time lost by reason of breakdown of winches and/or derricks to be deducted from the laytime if loading or discharging was actually carried out by vessel's winches.

21/ The tallying of the cargo in the port of loading or discharging is to be effected alongside the vessel.

Any claim to shipowners concerning the shortage of or damage to the cargo is to be handed to the master in writing before the vessel sails from the port of discharge.

If the notification is not given to the master before the vessel sails from the port of discharge any claim will not be taken into account.

22/ Captain to telegraph three days notice to Charterers, The Takoradi Trading Corporation at loading port, Shippers International Trading Co. Ltd., Monrovia and to Receivers or their Agents The Takoradi Trading Corporation at discharging port.

23/ Vessel to pay harbour dues and port charge (upon steamer only) at the ports of loading and discharging.

24/ Despatch at half demurrage rate to be paid by Owners for working time saved at loading and discharging ports.

25/ Arbitration Clause.

Any dispute under this Charter Party shall be referred to Arbitration in london at the Maritime Arbitration Commission in accordance with the Rules of Procedure of the said commission. In case such arbitrators cannot agreé, then the dispute to be referred to the decision of an Umpire, who shall be appointed by the said arbitrators. On request of Owners a guarantee letter to be signed by or on behalf of Charterers or by their bankers, in which case lien on the cargo not to be exercised by Owners.

Chú giải từ vựng

inaccessible	-	*không thể vào được*
by reason of	-	*vì lý do*
frost	-	*sương giá*
to set in	-	*phủ, tràn vào*
fear	-	*sự lo sợ*
for fear of	-	*vì sợ*
to freeze (froze, frozen)	-	*đóng băng*
to deem	-	*nhận thấy, nghĩ rằng*
advisable	-	*nên, thích hợp*
benefit	-	*lợi ích, lợi*
lump sum	-	*số tiền trả,trọn một lần*
elsewhere	-	*nơi nào khác*
to reach	-	*đến, đi vào*
notwithstanding	-	*bất luận, mặc dù*
barrel	-	*thùng đựng (chất lỏng)*

whichever	-	*bất kỳ cái nào, bất kỳ ngày nào (nghĩa trong bài)*
Applicable	-	Có thể áp dụng
to supply	-	*cung cấp*
power steam	-	*nhiệt điện*
winch	-	*tời*
derrick	-	*cần cẩu (của tàu)*
winchman	-	*người kéo tời*
free expense	-	*miễn phí*
free use	-	*sự sử dụng miễn phí*
lighting	-	*sự chiếu sáng*
berth	-	*cầu cảng*
breakdown	-	*sự gãy, sự hỏng*
to deduct	-	*trừ, trừ đi*
laytime	-	*thời gian xếp dỡ*
to carry out	-	*thực hiện*
to tally	-	*kiểm kiện*
to effect	-	*thực hiện, tiến hành*
claim	-	*sự khiếu nại*
concerning	-	*về*
shortage	-	*sự thiếu hụt*
notification	-	*sự thông báo*
to take into account		- *để ý tới, lưu tâm tới*
harbour dues	-	*phí đậu bến*
port charges	-	*phí cảng*
despatch = dispatch		- *tiền thưởng do sớm hơn thời gian xếp dỡ cho phép*
DHD = dispatch at half demurrage rate		- *mức tiền thưởng bằng nửa mức tiền phạt xếp dỡ.*
to save	-	*tiết kiệm*

arbitration	-	*sự làm trọng tài, sự phân xử*
to refer (to)	-	*đưa ra, đệ trình lên*
Maritime Arbitration Commission	-	*Hội đồng trọng tài hàng hải*
Ruler of Procedure	-	*các qui tắc về thủ tục*
dispute	-	*sự tranh chấp*
Umpire	-	*Tối thượng trọng tài*

Chú giải cấu trúc và ngữ pháp

1/ in the event of **the port being inaccessible**; for fear of **vessel being frozen in** - trong trường hợp cảng không thể vào được; vì sợ tàu bị đóng băng bên trong cảng.

Being trong các nhóm từ trên là những hiện tại phân từ (present participle) được dùng để chỉ nghĩa chủ động và nghĩa bị động, bổ nghĩa cho danh từ đi trước nó. Như vậy nó có chức năng cuả một tính từ và được gọi là thuộc ngữ (attribute).

2/ **He deems it advisable** - thuyền trưởng nghĩ nên, thuyền trưởng cho là cần thiết.

3/ **with what cargo he has on board** - với những hàng hoá mà thuyền trưởng đã chất lên tàu

4/ **whichever applicable** - bất cứ ngày nào được sử dụng

5/ **three days notice** - thông báo ba ngày (trước khi đến cảng)

6/ chấm câu (punctuation):

a/ Ta dùng **and** hoặc **or** khi liệt kê, dấu phẩy thường được đặt trước **and** hoặc **or** khi sự việc được liệt kê cuối cùng và những sự vật được liệt kê trước nó dài.

The vessel to supply steam, winches, winchmen, guymen, gins, falls, **and** slings free of expenses to charterers.

He stood up, made a few steps, slipped, fell, got on his feet again, and ran for his life.

b/ Dấu phẩy được dùng để tách những "trạng từ của câu" (sentence-adverbs) khi những "trạng từ" này đứng giữa các thành phần của động từ, giữa chủ từ và động từ, hay giữa động từ và bổ túc từ (complement) của một câu.

The letter, however, was not received.

That ship, as you probably known, was built before the war.

He had, surprisingly, sold the goods at the badly low price.

We were, believe it or not, in love with each other.

c/ Dấu phẩy được dùng để tách lời nói trực tiếp (direct speech):

"tell me, I said, "when the vessel sails".

George replied, "It sails on Monday".

d/ Dấu phẩy được dùng để tách nhóm từ bổ nghĩa cho một tên riêng về chức vụ. Schmidt, the captain of our ship, is an excellent sailor and a well educated person.

e/ Dấu phẩy được dùng thay cho một động từ có cùng nghĩa với động từ của câu phối hợp (co-ordinate sentence) đi trước.

Our ship is bound for Jakarta; yours, for Heraklion.

f/ Dấu phẩy tách câu hay mệnh đề khi cần phải ngắt câu trong khi đọc. Đây là trường hợp khi một mệnh đề trạng từ đi trước mệnh đề chính:

No bill of lading to be signed for any blockaded port, and both parties have the option to cancel the contract under these circumstances.

At 17.00 hours GMT, on the 17th of January frost set in the port, the Captain decided not to leave.

g/ Lưu ý các dấu phẩy được dùng trong cách viết địa chỉ của người được gửi sau:

Messrs white & Co., Ltd.,
Fleet street,
London, E.C., England.

Những trường hợp không dùng dấu phẩy:

a/ Trong những mệnh đề tính từ cần thiết để diễn tả ý của câu, gọi là mệnh đề xác định (defining clause).

I known the man who lives there.

The house in which he had lived was now fully restored.

b/ Trong mệnh đề danh từ

They thought that you would not come.

He said that he was busy.

c/ Trong mệnh đề trạng từ chỉ mục đích (purpose):

You must use sufficient dunnage so that the cargo will not be damaged.

Bài tập

I/ Answer the following questions:

1/ In what case is the captain at liberty to leave the port of loading without any cargo at all, in accordance with the Ice Clause?

2/ Shall the contract be in force in such a case?

3/ May he do so if the loading of cargo has already commenced?

4/ What is he to do with the cargo that has already been taken aboard his vessel?

5/ At whose expense then is the cargo to be forwarded to the port of destination?

6/ Will the freight be paid to the vessel in this case?

7/ On what quantity of cargo will the freight be paid then?

8/ For whose benefit may the captain complete with other cargo?

9/ During what season is the Ice Clause not to apply ?

10/ What option shall the Receivers have if ice prevents the vessel from reaching the port of discharge ?

11/ How long may the Receivers keep a vessel waiting ?

12/ Will they pay demurrage in such a case ?

13/ To what other port may they order the ship to proceed ?

14/ When are such orders to be given ?

15/ May the captain leave port of discharge if he deems it advisable ?

16/ In what case may be he do so ?

17/ What is he to do with that part of the cargo which has not been discharged yet ?

18/ In that case will the freight be increased if the cagrgo is discharged at the substituted ?

19/ What are the owners responsible for as per Clause 16.?

20/ What part of a working day will days before Sundays and holidays count unless used ?

21/ On what terms are power steam, winches and winchmen supplied to Charterers ?

22/ In what case is the time lost owing to the breakdown of winches to be deducted from the laytime ?

23/ Where is the tallying of the cargo to be effected ?

24/ How are the claims for shortage of the goods to be handed over to the Shipowners?

25/ What notice is the captain to telegraph to the Charterers?

26/ What harbour dues and port charges is the vessel to pay?

27/ At what rate is the despatch money to be paid by the Owners and what for?

28/ To whom should all the disputes under this Charter Party be referred to?

29/ If the two arbitrators do not agree upon the dispute who is to decide it?

30/ Who shall appoint an Umpire in this case?

II/ Replace the attributive clauses by contracted infinitive attributes:

1/ The documents which must be presented to the Umpire are very important

2/ The new method of loading which is to be introduced shortly will greatly expedite the operation

3/ The Statement which must be handed over to the Court contains all the details of the accident

4/ The man who must be appointed captain of our ship has been sailing as the first mate for many years.

III/ Translate the following sentenses into Vietnamese and compare the punctuation in both the languages

1/ The goods which are stowed on deck belong to this Company

2/ There are many people who work in the daytime and study at various schools in the evenings

3/ The captain thinks that there ship will have been loaded by tomorrow

4/ The first mate will do it as soon as he can

5/ Nobody knows where those goods have been stowed

6/ The captain will not sign this Bill of Lading because loading is not yet completed.

7/ I shall come early tonight so that we should have more time to discuss it

8/ If I see the Agent, I shall ask him to do it.

9/ The man reading a newspaper over there is our Chief Engineer.

10/ Reading this book they learned much about the life in Africa.

11/ Smith, will you kindly show me the way to the captain's cabin?

12/ I went to Istanbul and my brother, to Thessaloniki.

13/ Our boatswain, an old seaman, was the first to come.

14/ Very late in the evening, they came home very tired.

15/ From that day on, a new period began in the life of the ship

16/ High up in the sky, we noticed an airplane.

IV/ Wordbuilding:

Form the oppsites of the following words, by using the negative prefixes, in, im, ir, un: sufficient, efficient, accuracy, correctly, possible, perfect, proper, regular, rational, responsible, complete, able, satisfactory.

Bài mười

BÀI HỌC

ROUTINE SHIP'S CORESPONDENCE
THƯ TÍN HÀNG HẢI THÔNG DỤNG

NOTICES OF READINESS, CALLS, INVITATIONS - THÔNG ĐẠT SẴN SÀNG XẾP DỠ, GIẤY TRIỆU TẬP, THƯ MỜI

1/ Notice of Readiness of the ship to discharge cargo

London, 15th March, 19...

Messrs.White & Co., Grain Importers,
12 Fenchurch Street
London,E.,C.,2

Dear Sirs

Please take notice that my vessel, the MORECOMBE, is now lying alongside the Commercial Wharf at Berth No 5, and is ready to discharge the cargo under Charter Party dated February 9,19...

The laydays according to the Chater Party are commencing this 15th of March and will expire on the 20th inst.,after which time the vessel will be on demurrge.

Yours faithfully.
R.B.Gordon
Master of the s.s. "Morecombe"

2. Notice of Readiness of the dry-cargo vessel to load or discharge cargo .

Bordeaux, 17th August ,19...

NOTICE OF READINESS

Messrs .C .Rochale & Co.,Textile Manufacturers,
27Rue de France.
Bordeaux de France,

Dears.

This is to inform you that the s/s "Primavera" under my command has arrived at this port to-day at 15.00 hours local time, received free pratique and is in all respects to load/discharge 3000 tons of Cottons as per Charter Party dated Paris the 1st of August, 19...

Yours faithfully,
James Scott
Master of the s/s "Primavera"

Notice accepted
at17.00 hours
on the 17th Aug., 19...
on behalf Messrs. C.Rochale & Co.
by Messrs. Peel & Co., Ltd., Ship Agents
(signatures)

3. Notice of Readiness of the tanker to load or discharge cargo

Hull, 21st November , 19...

NOTICE OF READINESS

Messrs. Bentley & Co., Ltd.,
10 Leaddenhail Street,
Hull, England.

Dear Sirs.

I beg to inform you that the m/t "Montefiore" is in all respects ready to commence loading/discharging the cargo of Fuel Oil + 10 độ C.

Lay hours will commence upon the expiration of six hours after the receipt of this notice , berth or no berth, unless actual loading/discharging is commenced earlier.

Yours faithfully,
Bruno Schmidt
Master of the m/t "Montefiore"

Notice accepted
at 08.00 hours
on the 21st November, 19...
on behalf of Messrs. Bentley & Co.
by Messrs. Harrison & Co., Ship Agents
(signatures)

4/ Notice of Readiness of the tanker to discharge cargo

San Francisco, 27th Dec., 19..

Messrs. J. Farley & Co., Inc.,
272 Grand Avenue,
San Francisco, Calif., U.S.A.

Gentlemen;

Please be advised that the m/t "Grozny" is hereby tendered to you as being in all respects ready to discharge the cargo of 7000 tons of Tung Oil as per Charter Party dated New York, the 1st of December, 19...

Yours truly,
V.v. Vassiliev
Master of the m/t "Grozny"

The above tender is hereby accepted
at 7.30a.m., on Dec.27,19...
on behalf of Messrs.J. Farley & Co.,Inc.
by The Pacific Shipping Co.,Inc.,as Agents
(signatures)

5/ Letter from Ship Agents to Consignees serving as Notice of Readiness

R.WILLIAMS & COMPANY
Chartering Agents

Liverpool, 7th December, 19...

Messrs. Richardson & Bros.,
12 Grace Street,
Liverpool, England.
Dear Sirs,

s/s "Scandinavian"

The above vessel has arrived in port this morning and is ready to discharge her balance cargo at Berth No.7, Commercial Harbour.

Please treat this letter as Notice of Readiness of this vessel. This Notice of Readiness is being sent to you on behalf of the Master of the above vessel.

Yours faithfully,
R. Williams & Co., Ltd.
As agents

cc. forwarded to the Master of the s/s "Scandinavian"

Notice accepted
at 2.30p.m.,on the 7th Dec.,19...
by Messrs. Richardson & Bros.
J.Petersen
Acting Manager

6/ Letter to the agent requesting for a Surveyor's visit

London, March 17, 19...

Messrs. Harry Cross & Co., Ship Agents,
17 Black Friars Street,
London, E.C.,3

Dear sirs,

Please arrange for a Surveyor to visit my ship at Berth No.5, Commercial Wharf, on Monday, 19 th March, 19...at 10 o'clock in the morning in connection with a collision occurred.

Yours faithfully,
R.B.Gordon
Master of the s/s "Morecombe"

7/ Letter to the Agent requesting to invite a representative of a repair shop in connection with repairs

Dover, 17th July, 19...

Messrs. Hatchinson & Co., Ship Agents,
27 Haven Street,
London, E.C.2.

Dear Sirs,

We are completing to discharge the cargo consigned to this port and expect to arrive in your port by Thursday, the 20th inst.

Please invite a representative of a reliable repair shop to my vessel at about 11.00 a.m.on Friday, the 21st of July, to make arrangements for repairs to our engines.

Yours faithfully,
Walter Drake
Master of the s/s "Orion"

8/ Letter to the Agent asking for advance of money

London, March 18, 19...

Messrs. Harry Cross & Co., Ship Agents,
17 Black Friars Street,
London, E.C.3.

Dear Sirs.

According to the letter of credit of my Owners dated February 16, 19...,please advance £50/17/5 for ship's expense.

Yours faithfully,
R.B.Gordon
Master of the s/s "Morecombe"

9/ A form of for money received from the Agent

RECEIPT

Received from Messrs. Harry Cross & Co., Ship Agents, 17 Black Friars Str., London, by order and for account of the Allied Maritime Pte.Inc., Monrovia, the sum of £50:17:5 (say: fifty pounds sterling seventeen shillings and 5 pence) for ship's expenses.

In witness whereof two copies of this receipt have been signed this 20th of March, 19...

R.B.Gordon
Master of the s/s "Morecombe"

10/ Captain's Receipt for Shipping Documents

RECEIPT

Received from Messrs. Watson & Co., 12 Pine Street, London, the following shipping documents covering the cargo of cocoanuts shipped by my vessel:

1 Copy of Bill of Lading No-s:2702-2704
1 Copy of Manifest of Cargo,
1 Copy of Time Sheet,
1 Copy of Disbursement account,
1 Copy of Statement re: loading
London, 27th August, 19...

P.R.Smolin
Master of the s/s "Omsk"

11/ Received for fresh water received aboard

RECEIPT

Receipt 200 tons for fresh water from the water barges.

D.L.Rose
Chief Mate of the m/t "Elinor"

Chú giải từ vựng

to take notice -	*lưu ý, để ý*
alongside -	*dọc theo*
is lying alongside -	*cập mạn*
in all respects -	*về mọi phương diện*
cotton -	*cô tông*
to accept -	*chấp thuận*
to inform -	*thông báo*
fuel oil + 10 độ C -	*dầu đốt + 10 độC (10độC dương)*
lay hours -	*thời gian xếp dỡ*
m/t = motor tanker -	*tàu dầu chạy bằng động cơ đốt trong, tàu chạy dầu diezen.*
actual -	*thực sự*
to advise -	*thông báo*
to tender -	*trao*
tung oil -	*dầu tung*
to serve -	*dùng (làm)*
balance -	*phần còn lại, số dư*
to treat -	*xem, coi như*
cc = carbon copy-	*bản sao, bản giấy than*
to request -	*yêu cầu*
surveyor -	*người giám định, giám định viên*

to visit - *đến làm việc*
to arrange - *sắp xếp*
to collide - *va chạm*
collision - *sự va chạm*
to invite - *mời*
representative - *người đại diện*
reliable - *đáng tin cậy*
to make arrangements - *sắp xếp*
repairs - *những công việc sửa chữa*
to advance - *trả trước*
receipt - *biên nhận*
by order and for account of - *thừa lệnh và có giá trị thanh tóan cho*
& = and - *và*
to witness - *làm chứng*
to witness whereof - *để chứng thực việc trên*
inst. = instant - *tháng này*
shipping documents - *chứng từ gửi hàng*
cargo manifest - *bản lượt khai hàng hoá*
Disbursement account - *bản kê tiền ứng chi*
Statement re: loading - *bản kê khai chất hàng*

Chú giải cấu trúc và ngữ pháp

1/ Các phần của một bức thư thương mại hàng hải

a/ Tiêu đề. Phần này được in sẵn trên giấy viết gồm tất cả những thông tin cần thiết như tên công ty, số điện thoại, số fax, số telex, địa chỉ v.v...

b/ Số tham chiếu. Số tham chiếu được in cùng dòng với ngày, nhưng ở bên trái của bức thư, mỗi công ty có thể tự đặt ra

số tham chiếu bằng chữ, hoặc bằng số miễn sao để dễ lưu hồ sơ và xem lại hồ sơ khi cần đến.

c/ Ngày: Ngày có những cách viết thông thường sau, lưu ý sự khác nhau giữa cách viết của người Mỹ và người Anh:

July 13 1978 (người Mỹ đặt tháng trước ngày)

13th July 1978, và

July 13th 1978

Có thể đặt dấu phẩy trước năm

d/ Địa chỉ người nhận. Địa chỉ người nhận được in bên trái, sát lề, hoặc in thẳng hàng hoặc cứ mỗi dòng thụt vào một khoảng

e/ Lời chào. Lưu ý sau lời chào ta đặt dấu phẩy, và được viết sát lề

f/ Phần nội dung thư. Nội dung thư được trình bày theo đoạn (paragraph). Mỗi đoạn diễn đạt mỗi ý. Hết mỗi ý lại sang đoạn khác. Lưu ý khi sang đoạn khác phải cách dòng, và bắt đầu đoạn có thể viết sát lề hoặc thụt vào một khoảng.

g/ Lời chào cuối thư. Nếu bạn viết thư theo cách đặt sát lề thì kể từ dòng số tham chiếu đến địa chỉ của người nhận, tất cả các đoạn của phần nội dung, lời chào cuối thư đều phải được viết sát lề trái. Tất nhiên phần chữ ký cũng ở bên trái, ngay dưới lời chào cuối thư. Còn cách viết thụt vào một khoảng, như đã nói trên thì lời chào cuối thư được đặt bên phải của bức thư và chữ ký cũng phải nằm dưới lời chào này.

h/ Chữ ký. Chữ ký thường bắt đầu là tên công ty của người gửi, đến chữ ký của người gửi và dòng cuối cùng là chức vụ của người viết ký thư.

a/ W.K MacCORMICK & CO., LTD.
Stevedoring Company & Wharfingers

b/ ref: WKM/7/17 c/ London, 17th July, 19...

d/ Messrs. White & Co., Ltd.,
15 Fenchurch Street,
London.E.C.3.England

e/ Dear Sirs

This is to inform you that .....
.....(đoạn 1).....

f/ In connection with .....,
.....(đoạn 2).....

g/ Yours faithfully,

h/ W.K.MacCormick & Co., Ltd.
W.I.Williams
General Manager

3/ Cách dùng từ Messrs (viết tắt của chữ **Messieurs**, có nghĩa"qúi

ngài") cần phải được lưu ý. Từ này không nên dùng trước tên của một công ty trách nhiệm hữu hạn, mà cũng không nên dùng với tên của công ty có ghi rõ loại hình kinh doanh (line of business) và không bao gồm tên họ (family name). Do đó, Messrs, sẽ được dùng phần lớn khi công ty hợp tư (partnership) được gửi thư, ví dụ:

Messrs. Hamilton and Jacobs
265 High Holborn
London WC1 7GS

4/ Khi ta viết thư cho một cá nhân thuộc công ty được gửi thư, lời chào là"Dear Sir" "Dear Madam" nếu người nhận là một phụ nữ đã có gia đình" ; hoặc"Dear Mr...", "Dear Mrs...", Dear Miss..."hoặc"Dear Ms..." nếu người nhận được gửi thư theo tên hơn là theo chức vụ

Trong những năm gần đây Ms trở nên thông dụng. Từ này phát xuất từ Mỹ và, cũng như Mr có nghĩa là "ông, anh", từ này không chỉ rõ người được gửi thư đã có gia đình hay chưa

Ở Mỹ, lời chào thông thường nhất là "Gentlemen" Lưu ý rằng lời chào được viết sát lề trái của thư

5/ Một số dạng câu thông báo

* We Would like to inform you that
  We have the pleasure to inform you
  We have pleasure in informing you
  (Chúng tôi xin thông báo qúi ông)

* We beg to inform you, we beg to enclose here to with, we beg to state... chúng tôi xin trân trọng thông báo qúy ông, chúng tôi xin phép gửi kèm theo đây, xin phép cho chúng tôi được nói rõ...

(beg + to = xin trân trọng)

* This is to inform you that
  This is to certify that
  (thư này nhằm)

* Pleased be advised that
  Pleased be informed that
  (Xin được thông báo rằng)

6/ Câu yêu cầu ai làm gì

Please send us	- xin hãy gửi cho chúng tôi
please inform about/of	- xin hãy thông báo cho chúng tôi về...
please take notice that	- xin hãy lưu ý rằng...
We ask you to wire us	- chúng tôi yêu cầu ông hãy đánh điện cho chúng tôi
We request you to pay	- chúng tôi yêu cầu qúi ông thanh toán
We kindly ask you to send us	- chúng tôi xin qúi ông hãy gởi cho chúng tôi
We should like you to send us	- chúng tôi mong qúi ông gửi cho chúng tôi
We should (would) like you to inform us	- chúng tôi mong qúi ông thông báo cho chúng tôi
I would ask you kindly to inform us	- tôi mong quí ông hãy thông báo cho chúng tôi

7/ Một số giới từ thường gặp trong viết thư:

with regard to	:	về
according to	:	chiếu theo
as per	:	theo thư
in connection with	:	liên quan đến
in compliance of	:	vì, do
in consequence of	:	vì, do

Bài tập

I/ Answer the following questions:

1/ To whom did the captain of the s/s "Morecombe" send his notice of readiness ?

2/ At the berth was his ship lying ?

3/ When was the ship ready to discharge her cargo?

4/ When did the laydays commence according to the notice?

5/ When were the laydays to expire?

6/ From what date would the ship be on demurrage?

7/ What did the captain of the s/s "Primavera" inform the firm about?

8/ At what time did the ship arrive Bordeaux?

9/ What cargo was the ship ready to discharge?

10/ At was time and on what date was the notice accepted?

11/ On whose behalf was the notice accepted?

12/ By whom was the notice accepted?

13/ What cargo was the m/t "Montefiore" ready to discharge?

14/ When were the lay hours to commence?

15/ What were Messrs. Farley & Co. advised about?

16/ Under what Charter Party was the Tung Oil to be discharged?

17/ How did Messrs.R.Williams & Co. ask to treat their letter?

18/ What ship and in that connection was the surveyor asked to visit?

19/ What did the captain invite a representative of a repair shop for?

20/ What amount of money and for what purpose was the captain asking from his Agents?

21/ How many tons of fresh water did the Chief Mate receive?

II/ Fill in the blanks with the required prepositions where necessary:

1/ My ship is lying... the Commercial Wharf... Berth No.7.

2/ The laydays commence... the 15th inst.and will expire... the 22nd March, 19... From that date on the ship will be...demurrage.

3/ We arrived...at port yesterday...11.00a.m.

4/ The ship is ready...all respects to commence discharging the cargo... Fuel Oil.

5/ Our Agents accepted the notice of Readiness.

6 Please treat this letter... Notice of Readiness.

7/ I kindly ask you to invite a Marine Surveyor... my ship...1.00p.m.to-morrow.

8/ Please pay...our Agent...Liverpool the sum... £250-/-... order and...account...The Allied Maritime, Pte.Inc.

9/ Please inform us...the number of the Bills of Lading issued...connection...the last shipment...Machinery.

Bài mười một

BÀI HỌC

ROUTINE SHIP'S CORRESPONDENCE
THƯ TÍN HÀNG HẢI THÔNG DỤNG

ORDERS FOR PROVISIONS, BUNKER, TECHNICAL SUPPLIES, NOTICES OF THE SHIP'S BEING ON DEMURRAGE AND OF NON-PAYMENT OF FREIGHT

ĐƠN ĐẶT HÀNG THỰC PHẨM, NHIÊN LIỆU, THIẾT BỊ KỸ THUẬT, THÔNG ĐẠT TÀU BỊ PHẠT DO CHẬM XẾP DỠ, VÀ THÔNG ĐẠT KHÔNG THANH TOÁN CƯỚC PHÍ

I/ Letter to the Agent requesting to supply bunker coal

London, March 18, 19...

Messrs. Barry Cross & Co., Ship Agents.
17 Black Friars Street,
London, E.C.3.

Dear Sirs,

Please supply my vessel with 500 tons of bunker coal to be delivered during the 19th or 20th inst.

It is understood that the quality and price of coal are subject to our preliminary approval.

Yours faithfully,
R.B.Gordon
Master of the s/s "Morecombe"

2/ Letter to the Agent ordering fresh water

London, March 20,19...

Messrs. Harry Cross & Co., Ship Agents,
17 Black Friars Street,
London, E.C.3.

Dear sirs,

Please arrange for about 100 tons of fresh water to be supplied to my ship on Monday from 8.00 to 11.00 a.m.

Yours faithfully,
N.F.Petrov
Master of the s/s "Morecombe"

3/ Letter ordering provisions

Cardiff, April 15, 19...

Messrs Watson & Co., Ship Agents,
14 Union Street,
Liverpool, England.

Dear Sirs,

We expect to sail from this port on Monday next week and to arrive in Liverpool on Wednesday, the 21st April, 19...

As we shall stay in your port only for a very short time we would kindly ask you to make arrangements with shipchandlers for supplying us with the following victuals:

Fresh meat, Beef (hinds)	700	lbs.
Pork, fresh	400	lbs.
Butter	200	lbs.
Kitchen butter	100	Lbs.
Potatoes	15	sacks
Cabbages	500	lbs.
Carrots	200	lbs.
Tomatoes	200	lbs.

Onions ..... 100 lbs.

Garlic ..... 50 lbs.

Fruits (bananas & oranges)... 200 lbs.

The victuals should be delivered on arrival of our ship to your port. We shall radio you the expected time of arrival in due course.

Kindly instruct the shipchandlers that the victuals should be of good quality and at reasonable prices.

Yours faithfully,
J.B.K. Thoms
Master of the s/s "Ferguson"

4/ Letter ordering spare parts and technical supplies

Antwerp, 23 rd February, 19...

Messrs. C. Murray & Co., Ltd., Ship Agents,
38 Rue Leopold,
Antwerp, Belgium.

Dear sirs,

We would kindly request you to order for our to following spare parts and stores:

		Unit	Quantity	Remarks
1/	Piston Rings, 12" for Boiler Feed Pump	No.	24	(to model)
2/	Connecting Rod for Bilge Pump	"	1	(to model)
3/	Flanges, Pipe, Steel 2 "x 51/2"	pairs	3	(to model)
4/	Elbows 90 độ 21/2 (Galv) Iron	No.	10	
5/	Tees, Galv, Iron 21/2"	"	10	
6/	Pipe, Brass, 1/2"	length	20 metres	

7/	Rings, Rubber, Freon-resistant	No.	20	(to model)
8/	Packing, Sprial Gland HP 3/4"	lbs	16	
9/	Paints White Zinc	"	50	
10/	Brushes, paint, Flat 4"	No.	12	
11/	Brushes, paint, Flat Round 2"	"	15	
12/	Freon	lbs	200	

Please inform the sellers that the goods ordered should be delivered to our ship not later than 4.00 p.m on Friday this week

Yours faithfully,
J.L.Dyer
Messrs of the m/v "Dinard"

5/ Letter to the agent requesting to arrange the unloading of extra-weights

London,19th March, 19...

Messrs. Harry Cross & Co., Ship Agent,
17 Black Friars Street,
London, E.C.3

Dear Sirs

Herewith I beg to inform you that among the cargo to be discharged at your port we have on board the ship several cases of Machinery consigned to Messrs. Brown & Co., 15 Navigation Street, Manchester, under Bills of Lading Nos: 1751, 1752,& 1754, and weighing over 5 tons each

As these weights are beyond the ship's discharging facilities I would ask you kindly to communicate with Messrs. Brown & Co.,

with regard to arranging the unloading of these cases on the 21 st inst., at 11.00 a.m.by. Consignee's means

Please also advise Messrs. Brown & Co that in compliance with the terms of the Charter Party all expenses in connection with handling of these extra-weights are to be paid by themselves and for their own account

Yours faithfully,
R.B.Gordon
Master of the s/s "Morecombe"

6/ Letter notifying that the ship is on demurrage

London, 28th March, 19...

Messrs. White & Co., Grain Importers,
12 Fenchurch Street
London, E.C.3

Dear Sirs,

Further to my letter of 16th inst., I herewith beg to inform you that the laydays for discharging the cargo under Charter Party dated February 9, 19..., have expired to day and that my ship is now on demurrage for the payment of which you and all concerned will be held liable

Yours faithfully,
R.B Gordon
Master of the s/s "Morecombe"

7/ Letter notifying that the tanker is discharge her cargo under demurrage

m/t "Castle"

Petroleum Basin, 12th Sept., 19...

The Manager of the
Government Petroleum Refinery,
Suez, United Arab Republic

Dear Sirs,

I, the undersigned, Master of the m/t "Ivanovo", beg to inform you that my vessel is discharging under demurrage as from to-day at 09.45 hours.

Yours faithfully,
J. Thomas
Master of the m/t "Castle"

8/ Letter advising that the freight has not been paid and that the captain intends to exercise a lien.

London, March 27, 19...

Messrs. Warren & Co., Rubber Manufacturers,
12 Regent Street,
London, W.C.3.

Re: 200 bales of Rubber under B/L, No. 2279
dated March 17, 19...,by s/s "Morecombe"

Dear Sirs,

As provided in the above-mentioned B/L the goods were to be delivered to you against payment of £275-/-, representing the amount of freight to be collected on delivery of the goods.

In compliance with your request we began unloading yesterday at 06.00 p.m. on the understanding that money in question would be paid in to-day by 10.00 a.m. to our agents here.

To-day, at 11.00 a.m., I was informed by our Agents, Messrs. Harry Cross & Co., that the money had not been paid as yet.

Under the circumstances I had to stop unloading and to detain

a sufficient portion of goods until the said freight is paid in full, of which please take due note.

Yours faithfully,
R.B. Gordon
Master of the s/s "Morecombe"

Chú giải từ vựng

to be delivered	-	*sẽ được giao*
approval	-	*sự chấp thuận*
to stay	-	*ở, lưu lại*
shipchandler	-	*người giao hàng cho tàu biển*
victuals	-	*thực phẩm*
to radio	-	*liên lạc bằng vô tuyến*
in due course	-	*hợp lý*
reasonable	-	*giá phải chăng*
to order	-	*đặt mua*
spare parts	-	*đồ phụ tùng*
model	-	*mẫu*
unit	-	*đơn vị tính*
herewith=with this	-	*theo cái này, với cái này*
machinery	-	*máy móc*
to weigh	-	*cân nặng*
extra-weight	-	*số hàng chở quá*
facilities	-	*các thiết bị*
to communicate	-	*liên lạc*
to advise	-	*thông báo*
in compliance with	-	*phù hợp với*
further to	-	*tiếp theo*
all concerned	-	*tất cả các bên hữu quan*

to hold liable - *chịu trách nhiệm*
to handle - *bốc dỡ*
handling - *sự bốc dỡ*
petroleum - *dầu mỏ*
undersigned - *người ký thư*
re: - *về việc trích yếu*
as provided - *như đã nêu rõ*
in question - *đang được nói đến, đang được bàn đến*
on the understanding - *với điều kiện là*
as yet - *cho đến nay, cho đến bây giờ*
under the circumstances - *trong những trường hợp này*
to detain - *lưu giữ tàu*
to take note of - *lưu ý đến*
to notify - *thông báo*

Chú giải cấu trúc và ngữ pháp

1/ Letter advising, letter requesting, instructions claiming - thư thông báo, thư yêu cầu, những chỉ thị khiếu nại.

Các động từ thêm -ING này là những hiện tại phân từ (present participle) cùng những từ đi sau nó tạo thành một nhóm từ bổ nghĩa cho từ đi trước nó, do đó có chức năng như một mệnh đề tính từ (adjective clause).

2/ Freight to be collected on (xem bài Tám, chú giải cấu trúc và ngữ pháp 4).

3/ have + to infinitive = phải làm gì

Under the circumstances, I had to stop loading - trong những trường hợp này tôi phải ngừng chất hàng.

4/ are subject to our preliminary approval -tuỳ thuộc vào sự chấp

thuận ban đầu của chúng tôi. (xem Bài Bốn, **chú giải cấu trúc và ngữ pháp 6**).

Bài tập

I/ Answer the following questions:

1/ How many tons of bunker coal were to be supplied to the s/s "Morecombe" in accordance with the captain's request?

2/ What did the captain state about the quality and price of the coal?

3/ When was fresh water to be supplied to the same ship?

4/ When did the captain of the s/s "Ferguson" expect to sail from Cardiff?

5/ When did he expect to arrive in Liverpool?

6/ What victuals did the captain order from the shipchandlers?

7/ Who was to make arrangements with the shipchandlers about these victuals?

8/ When were the victuals to be delivered to the ship?

9/ What were Messrs. Watson & Co. to instruct the shipchandlers about?

10/ What spare parts did the captain ask Messrs. Murray & Co. to order for his ship?

11/ To whom were the extra-weights consigned? (See the letter to Messrs. Harry Cross & Co., dated the 19th March, 19...)

12/ When were the consignees to unload these extra-weights ?

13/ Who was to pay all expenses connected with the handling of these extra-weights?

14/ What this the capatin of the s/s "Morecombe" inform Messrs. White & Co. about?

15/ When did the laydays expire?

16/ Who were to pay for the ship's demurrage?

17/ On what condition was the cargo to be delivered to Messrs. Warren & Co.?

18/ When did they promise to pay this £275-/-?

19/ Was this money actually paid?

20/ What did the captain have to do under these circumstances?

II/ Fill in blanks with the required prepositions where necessary:

1/ Please supply my vessel...300 tons...fuel oil.

2/ The quality is subject...our preliminary approval.

3/ Please make arrangement...shipchandlers...supplying our ship...provisions.

4/ The victuals should be...good quality and supplied...reasonable prices.

5/ Kindly order...our ship the following stores.

6/ We have...board several cases...Electrical Equipment consigned...your firm.

7/ These case are shipped...Bill of Lading No.3782.

8/ Please communicate... Consignees to arrange the unloading... the extra-weights.

9/ ...compliance...the terms of the Charter Party these expenses must be paid...your firm and...your own account.

10/ I beg to inform you that my vessel is ...demurrage...5.00 p.m. to-day.11. the goods were to be delivered...payment... £275-/-.

12/ ...the circumstances I have to stop unloading your cargo.

Bài mười hai

BÀI HỌC

ROUTINE SHIP'S CORRESPONDENCE
THƯ TÍN HÀNG HẢI THÔNG DỤNG

INFORMATION, INQUIRIES, REQUESTS, INVITATIONS AND LETTERS OF GRATITUDE
THƯ BÁO, THƯ DÒ HỎI, THƯ YÊU CẦU, THƯ MỜI VÀ THƯ CẢM ƠN

1/ Letter informing Harbour Authorities that the ship's deck machinery will be immobilized

Rangoon, 11th August, 19...

To the Harbour Master,
the port of Rangoon, Burma:

Dear Sir,

I beg to inform you that owing to some indispensable repairs to deck machinery my mooring winches and a windlass will be out of commission from 10.00 a.m. to 5.00 p.m. on Monday, next week.

During this time I shall be unable to shift to another berth or to the roadstead, if required, without tug's assistance, of which please take due note.

Yours faithfully,
M. Peabody
Master of the m/v "Franconia"

2/ Letter informing about planned mooring trials

Copenhagen, 12th Sep., 19...

To the Master of the m/v "Transatlantic",
the port of Copenhagen, Berth No.8.

Dear Sir,

This is to inform you that the day after to-morrow, on the 14th Sept., 19...,from 11.00 a.m. to 4.30 p.m. as arranged with the Port Authorities, we shall have carry out mooring trials involving working of our ship's propeller at low revolutions.

Please take necessary precautions to avoid any risk of damage or any inconvenience to your vessel during this time owing to the work of propeller.

Yours faithfully,
G. Tredennick
Master of the m/v "Queen Elizabeth II"

3/ Letter asking for permission to immobilize the vessel in connection with repairs to the main engine.

London, 27th March, 19...

Messrs. Harry Cross Master of the Co., Ship Agent,
17 Black Friars Street,
London, E.C.3.

Dear Sirs,

I would kindly request you to obtain permission from the Port Authorities for immobilization of our vessel for 3-4 days in connection with urgent overhauling of and repairs to the main engine.

Please also get permission for turning the propeller shaft while at berth to test the engine and let us know when permission is granted.

Yours faithfully,
James Gillbert
Master of the m/v "Arundel Castle"

4/ Letter requesting to arrange for fumigation of cargo spaces

Glasgow, 11th March, 19...

Messrs. McGregor & Bros., Ship Agents,
137 Park Avenue,
Glasgow, Scotland.

Dear Sirs,

as you probaly know, the consignees have refused to take delivery of the cargo without its being fumigated.

In this connection I would kindly request you to make necessary arrangements for fumigating Holds Nos. 1,3 & 5 in which the cargo has been stowed and to inform us in due time of the date fixed for fumigation.

Yours faithfully,
D.Raven
Master of the t/s "Sheraton"

5/ Letter asking the Agent to send an ash boat to take rubbish away.

Piraeus, 15th April, 19...

Messrs.L.V. Vernicos & Co., Ship Agents,
21Philonos street,
Piraeus, Greece.

Dear Sirs,

Kindly order an ash boat to take refuse and rubbish from our ship at time convenient.

We would also request you to inform us in due time of the arrangements made

Yours faithfully,
M.J.Lowe
Master of the m/v "Windsor Castle"

6/ Letter requesting the Agent to arrange for an ambulance boat and a motor-car to take a sick sailor to hospital

Port Swettenham, 10th February, 19...

Messrs.S.M. Wilson & Co., Ship Agents,
P.O. Box No. 317,
Port Swettenham, Federation of Malaysia

Dear Sirs,

We would kindly request you to make arragements for an ambulance boat and a motor-car to carry a sick sailor of ours to the local hospital to-morrow at about 11 a.m. Our ship's doctor will accompany him.

Please let us know in due time of the arrangements made and oblige.

Yours faithfully,
K. Jones
Master of the m/v "Morning Star"

7/ Letter requesting the Agent to hire a motor-launch for the ship's crew:

Bristol, 15th January, 19...

Messrs.G.D & Co., Ship Agents,
72 Harbour Street,
Bristol, England.

Dear Sirs,

Please hire a motor-launch for 15-20 persons to carry our ship's crew from the roadstead to the port and back twice a day on the 17th, 18th and 19th inst.

The motor-launch should come alongside our vessel at 9.00 a. m. and 1.00 p.m. to take the crew ashore, and leave the port

from Berth No. 127 at 11. 30 a. m. and at 8.00 p. m. to take them back.

Master of the
J. Trevor
Master of the m/t "Orianna"

8. Letter asking the Agent to arrange for overtime work

Marseilles, 19th March, 19...

Messrs.M.L. Priestly & Co., Ship Agents,
14 Rue de France,
Marseilles, France.

Dear Sirs

Please make arrangements with the Stevedoring Company for working overtime from 5.00 p.m. till midnight on the 21st, 22nd and 23rd inst. as follows:

in Hold No. 1 - a stevedore gang of 16 persons

in Hold No. 2 - a stevedore gang of 18 persons

in Hold No. 4 - a stevedore gang of 10 persons

The overtime money is to be paid for our account, subject to our preliminary approval.

Yours faithfully,
D. Simpson
Master of the m/v "Northern Cross"

9/ Invitation to Officical Function

THE PRESIDENT AND COUNCIL
of the
ANGLO - SAUDI ARABIAN CO-OPERATIVE SOCIETY

Request the pleasure of the company of

Mr. Mohammed Al Wazi, Master of the s/s "Saudi Arabia"
at a Reception
at Bulingham House, W.I.
on Friday, 17th October, 19..., at 5.30 p.m.
to *mark the...th Anniversary of the Society's Foundation.*

Dress Informal

R.S.V.P. to 117 Pine Street.W.1.

10/ Acceptance of above

Mr. Mohammed Al Wazi, Master of the s/s "Saudi Arabia" thanks the President and Council of the Anglo - Saudi Arabian Co-operative Society for their invitation to a Reception on 17th October, 19...to mark the 30th Anniversary of the Society's Foundation and has pleasure in accepting.

11/ Invitation to dinner

Mr. and Mrs johnson request the pleasure of Mr. M. Kassim company at dinner on Wednesday, August 15, 19...,at 7.30 o'clock.
4 York Avenue,
S. W. 10
12th Aug., 19...

12/ Reply accepting the invitation

Mr. M. Kassim, Master of the m/t "Riyadh," accepts with pleasure Mr. and Mrs. Johnson invitation to dinner on Wednesday, Aug. 15, 19...

13/ Reply declining the invitation

Mr. "M. Kassim", Master of the m/t "Riyadh" regrets that a previous engagement prevents him from accepting Mr. and Mrs.

Johnson's very kind invitavion to dinner on Wednesday Aug. 15, 19...

14/ invitation aboard the ship to an informal reception

Plymouth, 3rd November, 19...

To the Master of the m/v "Benatry"
Port of Plymouth, England.

Dear Sir,

I have the pleasure of extending to you, your officers and crew our cordial invitation to an informal reception aboard our vessel at Berth No. 25, here on Tuesday, November 6, 19... to mark the... th Anniversary of the Great October Socialist Revolution

Yours faithfully,
T.N Hackenbush
Master of the m/v "America"

15/ Expressing gratitude

Southampton, 22nd July, 19...

To the Harbour Master of
The Port of Southampton, England.

Sir,

Leaving your fine port, I wish to express on behalf of all the officers and crew of my ship our sincere thanks for the warm reception and hospitality shown us everywhere in your city

We appreciate very much your courtesy and friendly cooperation.

Yours faithfully,
B. Meredrew
Master of the m/v "Manhattan"

Chú giải từ vựng

Indispensable	-	*bắt buộc, rất cần thiết*
deck machinery	-	*máy móc trên boong*
mooring	-	*tời buộc tàu*
windlass	-	*tời nằm*
out of commission	-	*bị ngừng khai thác (tàu)*
tug, tug-boa	-	*tàu kéo, tàu lai*
to carry	-	*chở, vận chuyển*
to carry out	-	*thực hiện*
mooring trials	-	*sự thử nghiệm buộc tàu*
to involve	-	*có liên quan đến*
to take precautions	-	*để phòng , phòng ngừa*
to avoid	-	*tránh*
inconvenience	-	*sự bất tiện, sự phiền phức*
permisson	-	*sự cho phép*
to immobilize	-	*sự cố định*
urgent	-	*khẩn cấp*
to overhaul	-	*sửa chữa, kiểm tra(máy móc)*
to test	-	*thử, chạy thử*
to let one know	-	*cho ai biết*
to grant	-	*cấp, ban, phát*
fumigation	-	*sự khử trùng*
to stow	-	*xếp hàng*
ash boat	-	*xuồng chở rác*
refuse	-	*đồ phế thải*
rubbish	-	*rác rưởi*
in due time	-	*đúng lúc*
ambulance boat	-	*xuồng cứu thương*
sick	-	*bệnh, ốm*

P.O.Box = Post Officce Box - *hộp thư*

to accompany - *đi theo, tháp tùng*
motor-launch - *xuồng máy*
midnight - *nửa đêm*
stevedore gang - *toán công bốc dỡ*
official function - *buổi họp mặt chính thức*
company - *sự đến dự, sự hiện diện*
reception - *tiệc chiêu đãi*
to mark - *đánh dấu*
anniversary - *lễ kỷ niệm*
to found - *thành lập*
foundation - *sự thành lập*
acceptance - *sự chấp thuận*
informal - *không nghi thức*
to regret - *lấy làm tiếc*
engagement - *sự hẹn gặp, cuộc hẹn*
to prevent (from) - *ngăn cản, cản trở*
to extend an invitation - *gửi lời mời, mời*
to express - *bày tỏ*
gratitude - *lòng biết ơn*
hospitality - *lòng hiếu khách*
to appreciate - *đánh giá cao, cảm kích, cảm tạ*
cooperation - *sự hợp tác*
courtesy - *sự nhã nhặn, sự lịch thiệp*

Chú giải cấu trúc và ngữ pháp

1. **We shall have to carry out mooring trials** - chúng tôi phải thực hiện công việc buộc tàu thử nghiệm

   have to + infinitive = phải (xem Bài Mười Một, Chú giải cấu trúc và ngữ pháp, 3).

I have to inform you	Tôi phải thông báo quí ông
I shall have to inform you	Tôi sẽ phải thông báo quí ông
I had to inform you	Tôi đã phải thông báo quí ông

2. ...when permission is granted - khi nào được sự cho phép
3. A sick sailor of ours - một thuỷ thủ bị bệnh trong thủy thủ đoàn của chúng tôi.
4. The moto-launch **should** come alongside the vessel - Xuồng máy nên cập mạn tàu.
   Should được dùng để chỉ lời đề nghị
5. Xin lưu ý lời chào mở đầu thư (salutation) là "Dear Sir" hoặc "Dear Sirs" thì lời chào cuối thư(complimentary close) luôn luôn là "Yours faithfully".

Bài tập

I. Answer the following questions:

1. Whom must the captain inform about the immobilization of his vessel when in port?
2. Why will the deck machinery of the m/v "Franconia" be out of commisson for several hours?
3. What assistance will this vessel need if she is required to shift to another place?
4. Of what does the Master of the m/v "Queen Elizabeth II" inform the vessel which is moored next to her berth?
5. What trails will the captain have to carry out?
6. What work will these trials involve?
7. What should the captain of the m/v "Transatlantic" take precautions against?

8 What permission did the Master of the m/v "Arundel castle" want to obtain ?

9. From whom did he want to obtain that permission?

10. For how many days would his vessel be immobilized?

11. Who was to let the captain know that permission was granted?

12. Why did the consignees refuse to take delivery of the cargo from the t/s "Sheraton ?"

13. What was her captain going to do under these circumstances?

14. Who was to inform him of the date fixed for fumigation of the holds?

15. What did the Master of the m/v "Windsor Castle" order by this letter of the 15 th April, 19..?

16. At what time the ash boat to take refuse and rubbish from the ship?

17. What did the Master of the m/v "Morning Star" need an ambulance boat for?

18. Who was to make arrangements for the ambulance boat and a motor car?

19. Who was accompany the sick sailor to the hospital?

20. Whom did the Master of the m/t "Orianna" ask to hire a motor-launch and for what purpose?

21. Whom was the motor-launch to carry from the roadstead to the port?

22. How many times a day was the launch to take the crew ashore?

23. How many stevedore gangs did the captain want to work overtime on his m/v "Northern Cross"

24. For whose account was the money to be paid to them?

25. By whom was the Master of the s/s "Saudi Arabia" Invited to a reception ?

26. Where and when was the reception to take place?

27. To what address could the captain send his answer to invitation?

28. Did he accept the invitation? What did the write in his reply?

29. Who invited the Master of the m/t "Riyadh" to dinner?

30. What reason did he give in declining the invitation?

31. Whom did the captain of the m/v "America" invite aboard his ship?

32. What occasion were they going to mark?

33. To whom did the Master of the m/v "Manhattan" express his gratitude?

34. What did he thank the Harbour Master for?

II. Fill in the blanks with the required preposition where necessary:

1. The windlass will be.....commission...two day.
2. We shall shift...other berth.
3. We shall have to carry out mooring trials...several hours.
4. The propeller will work...low revolutions.
5. Please obtain permission..... the Port Authorities..... immobilization..... our vessel.
6. They refused to take delivery...the cargo...fumigation.
7. The cargo was stowed...Hold No.2.

8. Please inform us...the date fixed...repairs.
9. The ash boat should take rubbish...the ship...a convenient time.
10. Please make arrangements...an ambulance boat..due time.
11. The launch should come alongside our vessel...11 a.m.
12. We worked...5.00a.m..11.00 p.m.
13. We worked....5,00 p.m...midnight.
14. a stevedore gang...16 persons will work...overtime.
15. We request the pleasure... your company...a reception.
16. We thank you very much...your kind invitation...a dinner party.
17. We accept your invitation...pleasure.
18. We regret that a previous engagement prevents us...accepting your very kind invitation.
19. We have much pleasure...inviting you...an informal reception.
20. We appreciate very much...your friendly cooperation.

Bài mười ba

BÀI HỌC

ROUTINE SHIP'S CORRESPONDENCE
THƯ TÍN HÀNG HẢI THÔNG DỤNG

CLAIMS ON CARGO OPERATIONS, STATEMENTS OF COMPLETION OF LOADING

KHIẾU NẠI VỀ KHAI THÁC HÀNG, BẢN TUYÊN BỐ HOÀN TẤT XẾP HÀNG

1/ Letter to the Ship Agent claiming the Shippers' responsibility for their refusal to supply the cargo

Alexandria, 25th July, 19...

Messrs. Gamal Said & Co., Ship Agents,
45 Fleet Street,
Alexandria, United Arab Republic

Dear Sirs,

In accordance with the instructions from our Agents in Port Said, Messrs. Reel & Co., Ltd., we have arrived here to receive 3,000 bales of Cotton to be shipped to Italy by Messrs. Laheta & Co., Ltd., Cotton Producers, Alexandria, under the Charter Parter dated the 12th July, 19..

As you know, my s/s "Manitoba" arrived in your port at 13.00 hours on the 24th inst. and berthed at Berth No. 37 at 14.00 hours on the same day. A due written Notice of Readness was forwarded to the above mentioned firm through your goodselves at 16.00 hours on the 24th July, 19...

We learn now that the Shippers, Messrs. Laheta & Co., Ltd., have refused to accept our notice and to supply any cargo, stating that they have no definite orders from the Charterers.

In the circumstances I have to consider this refusal as a breach of the contract terms and I have to lodge official Sea Protest at your local Notary Office. In this connection I would kindly ask you to state opinion and give evidence to this end at the Notary Public.

You will greatly oblige me by acknowledging the receipt of this letter.

Yours faithfully,
E.F. Goodman
Master of the s/s "Manitoba"

2/ Letter advising that although the laydays and days on demurrage have expired a full load not yet deem supplied

London, April 12, 19...

Messrs. W. C. Robertson & Co., Machine Exporters.
15 High Street,
Sheffield, England.

Dear Sirs,

Re: shipment of cargo under C/P dated Feb. 17, 19...

This is to bring to your notice that the laydays for loading my vessel expired yesterday, the 11th April, 19...

As up to date you have not supplied full cargo to my vessel I hereby request you to let me know whether you intend to load any more cargo at all.

Please note that in accordance with the Charter Party terms under these circumstances you will be held liable for the detention, dead-freight and damages incrurred through your not supplying a full cargo

Yours faithfully
D.A Dair
Master of the m/v "Freemont"

3/ Letter of Agent claiming responsibility for the damage to the goods through careless handling by stevedores

Leghorn, 27 August, 19...

Messrs. Saghetti & Tuena, Agents & Brokers,
Piazza Corvetto, 16,
Leghorn, Italy.

Dear Sirs,

Re: 400 boxes of Surgical Equipment
under B/L No. 3294, and 700 bags of Rice
under B/L No. 29 ex s/s "Lena"

I have to draw your attention to the fact that owing to the negligent and careless handling of cargo by stevedores much damage has been caused to the goods.

Due to improper slinging several boxes were crushed, some boxes dropped from the sling and were totally broken. As a result of inadmissible use hooks a number of bags of Rice were badly torn and considerable leakage and loss ensued.

In the circumstances I have to make an official statement to the effect that my s/s "Lena" has brought the cargo in good order and condition and that I shall bear no responsibility for any claims in connection with the above-mentioned damage which was caused to the goods in the course of such inefficient discharging.

At the same time I hold the Stevedoring Company, Messrs. Giovani Toscana & Co., Ltd., responsible for the damage caused and for all the consequences which may arise therefrom, of which I kindly request you to advise the said Stevedoring Company, Port Authorities, Consignees and all concerned.

Yours faithfully,
D. Garvin
Master of the s/s "Lena"

4/ Letter claiming urgent repairs of damage caused through incompetent handling of the winch.

Gothenburg, 18th October, 19...

Messrs. Larsen, Bersen & Oldingen, Stevedoring Co.,
c/o Messrs, Sandstrom & Hansson, Ship Agents,
Kustgatan, 27,
Gothenburg, Sweden.

Dear sirs,

I regret to inform you that owing to the incompetent handling of the winch discharging the cargo of Rails from Hold No.2, to-day, at 2.00 p.m., your winchman, Mr.Olaf Olsen crushed part of the deck superstructure and damaged the Fwd. port railing in the way of Hold. I for a length about 6 metres.

Therefore, I have to hold your firm responsible for the damage caused and to claim from you urgent repairs of that damage.

Your faithfully,
F. Vereen
Master of the s/s "Dymont"

5/ Letter to the Agents asking them to advise their Branch Office of the ship's expected arrival at their port.

Stockholm, 17th November, 19...

Messrs. Swenson & Co., Ship Agents.
Bangatan 10,
Stockholm, Sweden

Dear Sirs,

Re: 1500 tons of Sugar under B/L. No. 172,
consigned to order, by s/s "Thames"

In accordance with the Charters' instructions my vessel the

s/s "Thames" will lease your port tomorrow at 15.00 hours for Nynashamn to discharge the above mentioned cargo there.

Please instruct your Branch Office at Nynashamn to make all the necessary arrangements for berthing and discharging my vessel as well as advising the Consignees and all concerned in due time.

Yours faithfully,
S.Strobel
Master of the s/s "Thames"

6/ Statement of completion of loading

Bordeaux, 27 May, 19...

STATEMENT

Loading of the s/s "Kashmir" has been done in full compliance with my proforma cargo plan and I have received full and complete quantity of cargo viz.: 1571 metric tons of Coal.

The draft of my vessel after completion of loading complies with the navigation requirements during summer-time, i.e. Fore: 5.55 metres; Aft: 6.02 metres; Mean: 5,78 metres with allowance of 2.5 inches for the density sea water.

The vessel is loaded to my entire satisfaction and quantity of cargo received to my computation. Trimming effected satisfactory.

Abu Khan
Master of the s/s "Kashmir"

7/ Letter certifying that loading of the ship has been completed and no more cargo is required.

London, 29th November, 19...

Harry Cross & Co., Ship Agents,
17 Black Friars Street,
London, E.C.3.

Dear Sirs,

This is to certify that the loading of my ship "Morecombe" commenced on the 23rd of November, 19..., at 8.00 a.m. and was completed on the 29th of November, 19..., at 3.30 p.m.

The ship is fully loaded and no more cargo required. Trimming effected satifactory.

Yours faithfully
R.B.Gordon
Master of the s/s "Morecombe"

8/ Letter informing of pilferage of goods

Bombay, December 22, 19...

Messrs .E.W. Capore & Co., Stevedoring Company,
c/o Messrs.S.K. Tarayana & Bros., Ship Agents,
46 Quarantine Road,
Bombay, India.

Dear Sirs,

I regret to inform you that to-day, at 1.20 p.m., while the stevedores were out for a dinner break, a watch sailor making an inspection round in Hold No. I came across a bale of calico the packing of which had been cut through.

The watch officer to whom this fact was reported immediately called for the Chief Stevedore and the Customs Officer. On checking the contents of that bale they found a shortage of one piece of calico, 40 yards long. An appropriable statement of facts has been drawn up; a copy of this statement is herewith enclosed.

As before the commencement of discharging the contents of all the holds had been submitted to be Chief Stevedore and the Customs Officer for inspection and the goods had been found to be in proper condition and in intact packing, suspicious arose against the stevedores working in that hold.

Under these circumstances I have to request you to investigate this matter and, if the stolen piece of calico is not found, to compensate the owners for the loss incurred.

Yours faithfully,
J.J. Smith
Master of the m/s "Banji"

Encl. I copy of the statement.

9/ Statement of facts certyfying shortage of goods.

STATEMENT,OF FACTS

We the undersigned, Chief Stevedore Mr.H.W. Rawa, the Customs Officer, Mr.N.Kitglu, and Watch Officer of the m/v "Banji", Mr.D. Richards, do hereby certify that on examining a bale of calico marked "S.E.Nar.3472. 12.6 B'bay" and stowed in Hold No. I we found a knife cutting, 50 centimetres in length, and on checking the contents we found one piece of calico, 40 yards long, missing.

Signed in the Port of Bombay, India, on the 22nd of December, 19...

Chief Stevedore	(H.W.Rawa)
Customs Officer	(N.Kitglu)
Watch Officer	(D.Richards)

10/ Letter inquiring of the established local custom for tallying of goods

Antwerp, 30th October, 19...

Messrs.C.Murray & Co., Ltd.,Ship Agents,
38 Rue Leopold,
Antwerp, Belgium.

Dear Sirs,

I would kindly ask you to inform me by an official letter of the established custom in your port for tallying goods when loading and discharging. I shall especially appreciate your information on the following points:

1/ Is the tally of goods on behalf of the ship wholly entrusted to some Stevedoring Company or Sworn Weighers and Talliers in compliance with the existing regulations or custom?

2/Is the ship tally, taken by her crew, treated as legal evidence in cases when claims for short-shipment or short-delivery of cargo arise?

3/ Is keeping the ship tally indispensable at all?

4/ Is it customary for the Stevedoring Company or Sworn Talliers to give any guarantee for correct tally and what responsibility do they bear before the Shipowners?

Your prompt reply will oblige.

Yours faithfully,
Marvin Klein
Master of the m/s "Oxus"

11/ Letter requesting the Agent to employ tallymen for the ship's account

Antwerp, October 31, 19...

Messrs.C.Murray & Co., Ltd., Ship Agents,
38 Rue Leopold,
Antwerp, Belgium

Dear Sirs,

Thank you very much for the information given in your yesterday's letter. In compliance with the established custom in your

port I would kindly request you to employ for your account tallymen of the local Company to take the ship tally.

Yours faithfully,
Marvin Klein
Master of the m/s "Oxus"

Chú giải từ vựng

to berth	-	*cập cầu cảng*
to forward	-	*gửi*
breach	-	*sự vi phạm*
to lodge	-	*đưa đơn kiện*
opinion	-	*ý kiến*
to this end	-	*nhằm phục vụ cho mục đích này*
to oblige	-	*làm ơn, giúp đỡ*
ta acknowledge	-	*xác nhận đã nhận được*
evidence	-	*bằng chứng, chứng cứ*
Notary Public	-	*công chứng viên*
as	-	*vì, bởi vì*
at all	-	*chút nào, tí nào chăng*
the remainder	-	*phần hàng còn lại*
at the expiration	-	*lúc hết thời hạn hiện thực*
owing to	-	*do, vì*
negligent	-	*lơ đễnh*
careless	-	*bất cẩn*
to sling	-	*quàng dây (vào vật gì để kéo lên)*
to crush	-	*vật méo mó*
to drop	-	*rớt, rơi*
torn	-	*rách*
inadmissible	-	*không thể chấp nhận được*

hooks - *móc cẩu*
leakage - *sự đổ ra ngoài, sự chảy ra ngoài*
to ensue - *phát sinh từ, sinh ra từ*
statement - *bản tuyên bố*
to the effect that - *nói rằng*
to bear responsibility - *chịu trách nhiệm*
inefficient - *không hiệu quả*
incompetent - *thiếu khả năng*
Fwd = forward - *phần trước, phía trước*
railing - *hàng rào chấn song*
in the way of - *làm tắc nghẽn, làm cản trở*
branch office - *văn phòng chi nhánh*
draught = draft - *mớn nước*
trimming - *sự sắp xếp hàng cho tàu cân bằng*
to compute - *tính, tính toán*
computation - *sự tính, sự tính toán*
allowance - *dung sai*
to certify - *chứng thực, xác nhận*
pilferage - *sự ăn cắp vặt*
dinner break - *giờ ăn tối*
to come across - *tình cờ bắt gặp*
to report - *tường thuật, kể lại*
to check - *kiểm tra*
shortage - *sự thiếu hụt*
appropriate - *hợp lý*
calico - *vải trúc bâu*
to submit - *trình, nộp*
intact - *còn nguyên vẹn, không bị sứt mẻ*
suspicious - *những mối nghi ngờ*

to investigate	-	*điều tra*
to incur	-	*phát sinh*
to miss	-	*mất*
established custom	-	*tập quán đã được thiết lập*
to tally-to keep tally	-	*kiểm kiện*
to entrust	-	*uỷ thác*
to exist	-	*tồn tại, hiện có*
Sworn Weighers and Talliers	-	*những nhà kiểm kiện và cân hữu thệ*
legal	-	*thuộc pháp lý*
short-shipment	-	*sự gửi hàng thiếu*
short-delivery	-	*sự giao hàng thiếu*
customary	-	*theo tập tục*
prompt	-	*ngay*
reply	-	*sự trả lời, sự phúc đáp*

Chú giải cấu trúc và ngữ pháp

1/ your goodselves - qúy ngài

2/ through your not supplying a full cargo - đối với việc qúy ông không cung cấp đủ hàng

3/ c/o = care of- nhờ chuyển đến

Thường được dùng khi ta gửi thư cho người nào, nhưng lại nhờ một người khác chuyển đến

Ví dụ:

Messrs Larssen & Co

c/o Messrs Sandstrom & Co

Bức thư được gửi cho Larssen & Co nhưng do Sandstrom & Co chuyển

4/ Một số thành ngữ thường dùng trong thư tín hàng hải:

to lodge a protest	- gửi thư kháng cáo
to give evidence	- làm nhân chứng
to acknowledge the receipt to	- xác nhận đã nhận được
to draw one's attention to	- lưu ý ai về
to repudiate claim	- cự tuyệt các khiếu nại
to cause damage	- gây hư hại
to make an official statement	- đưa ra tuyên bố chính thức
to draw up a statement of facts	- thảo bảng tính toán thời gian xếp dỡ hàng

5/ making an inspection round in Hold No 1 - giám định khắp hầm 1

6/ ...to take the ship tally-... sử dụng kiểm kiện của tàu

7/ consigned to order - được gửi (hàng) theo lệnh

Bài tập

I/ Answer the following questions

1/ What cargo was the s/s "Manitoba" to take at Alexandria ?

2/ How was the Notice of Readiness forwarded to Shippers ?

3/ Was that Notice accepted ?

4/ What legal steps did the captain decide to take against the breach of contract ?

5/ What did the captain inform Messrs. Robertson & Co about ?

6/ What did he ask them to let him know ?

7/ What will the Shippers be responsible for it they do not supply full cargo ?

8/ What damage was caused to the goods as stated in the letter of the captain of the s/s "Lena" ?

9/ What official statement did the captain make in that letter ?

10/ Whom did the captain hold responsible for the damage to the goods ?

11/ What did he ask his agent to do ?

12/ What damage did the winchman cause to the s/s "Dymont" and why ?

13/ What did the captain claim from Stevedoring Company ?

14/ On whose instructions was the s/s "Thames" to leave Stockholm for Nynashamn ?

15/ What cargo was the Ship to discharge at Nynashamn ?

16/ What arrangments was the Agents' Branch Office to make at Nynashamn ?

17/ What cargo did the s/s "Kashmir" load in Bordeaux ?

18/ What was the ship's draft after completion of loading ?

19/ What did the captain of the s/s "Morecombe" certify by his letter of the 29th November, 19... ?

20/ Did he require any more cargo?

21/ How was the trimming effected?

22/ What does the Master of the m/v "Banji" inform the Stevedoring Company about?

23/ Where were the stevedores when the watch sailor was making an inspection round in Hold No. 1?

24/ What was wrong with that bale of calico?

25/ Who checked the contents of that bale?

26/ What did they find out?

27/ Why were the stevedores suspected of pilferage?

28/ What does the captain request the Stevedoring Company to do in connection with this matter?

29/ How many yards of calico were missing according to the statement of facts?

30/ What did the Master of the m/v "Oxus" want to learn from Messrs.C. Murray & Co.?

31/ What did he need that information for?

32/ Is it customary for our ships to keep the ship tally of goods in all cases?

33/ What did the captain decide to do when he got a reply to his letter?

34/ For whose account was the Agent to employ tallymen to take the ship tally?

II/ Fill the blanks with the required prepositions where necessary:

1/ ...accordance...your instruction we loaded 3000 bales...Cotton.

2/ We arrived...your port...14.00hours...the 27th...October.

3/ We have no definite orders...our Shipowners.

4/ ...circumstances we have to lodge a Protest...your Notary Office.

5/ You will greatly oblige us...acknowledging the receipt...the original B/L.

6/ ...these circumstances we could not wait any longer and proceeded...our voyage.

7/ You will be held responsible...the dead-freight and detention.

8/ We must draw your attentjon...the fact that owing...your negligence serious damage was caused...the cargo.

9/ Due...improper slinging several boxes were crushed.

10/ He made a statement...the effect that the goods were...order and condition.

11/ The damage to the goods was caused...the course...discharging.

12/ The railing was crushed...the way...Hold No.1.

13/ We claim...your Company urgent repairs...the damage caused.

14/ We shall leave Stockholm...Nynashamn to-morrow.

15/ Please instruct your Branch Office to make arrangements... berthing my vessel...due time.

16/ We loaded the cargo...full compliance...our cargo plan.

17/ The ship's draft complies...the navigation requirements.

18/ The vessel was loaded...my entire satisfaction.

19/ The stevedores were out...a dinner break.

20/ I came across that fact early...the morning.

21/ The captain reported that fact...the Harbour Master.

22/ The goods were...intact packing.

23/ They must compensate...this loss.

24/ They found a shortage...some bales...that lot.

25/ Please inform us...an official letter...the existing custom...your port...tallying goods.

26/ The tally was taken...shore tallymen.

Bài mười bốn

BÀI HỌC

ROUTINE SHIP'S CORRESPONDENCE
THƯ TÍN HÀNG HẢI THÔNG DỤNG

CERTIFICATES OF INSPECTION OF TANKS, CLAIMS AND REPUDIATION OF CLAIMS FOR CARGO DELIVERED BY TANKERS

CHỨNG THƯ GIÁM ĐỊNH KHOANG CHỨA DẦU, KHIẾU NẠI VÀ KHUỚC TỪ KHIẾU NẠI HÀNG CHỞ BẰNG TÀU DẦU

1/ Certificate of tank inspection before loading

CERTIFICATE OF INSPECTION

m/t "Castle" of U.K. flag
Port of San Martin (Parana River, Argentina)

30th December, 19...

To whom it may concern

This is to certify that we, the undersigned, have examined to-day the above vessel tanks Nos.:

Stbd.Side Centre

1,2,3,4,5,6,7,8,9 1,2,3,4,5,6,7,8,9

Port side

1,2,3,4,5,6,7,8,9

and find them in all respects ready to take in the cargo of linseed Oil.

Master of the m/t *"Castle": J.Thomas*
Shippers" *International Oil Co., Ltd., Monte video*
The ship's Agent: *C.Figuriedo & Co., Ltd. Buenos Aires*
Charteres' Representative: W.H.Pierson.

2/ Declaration to the Harbour Master to the effect that the tanker is ready to discharge her cargo.

m/t "Primavera" of U.K. flag

Venice, 25th May, 19..

To the Harbour Master.
Port of Venice, Italy

DECLARATION

The undersigned, Master of the m/t "Primavera" does hereby declare that his tank vessel is all respects ready to commence discharging upon berthing, having no traces of cargo leakage and being fitted with fire and safety equipment which is in goods and working order.

The undersigned also declares that, upon berthing, fire hoses will be laid down on deck and that fire-extinguishers will be placed near the tanks.

The undersigned has received from the Pilot the Port Ordinance No.514 on the traffic of tankers in the Port of Venice.

J.Thompson
Master of the m/t "Primavera"

3/ Certificate of tank inspection upon completion of discharging.

CERTIFICATE OF INSPECTION

m/t "Montefiore" of U.K. flag
Port Stockholm, Sweden.

12th September, 19...

To whom it may concern

This is to certify that on completion of discharging the cargo of Fuel Oil + 10 độ C, under B/L No. 3724, we, the undersigned, have examined the above vessel's tanks Nos.:

Stbd side	Centre
1,2,3,4,5,6,7,8,9	1,2,3,4,5,6,7,8,9

Port side

1,2,3,4,5,6,7,8,9

and find them dry and empty.
Consignees: C.W. Oldigen & Co., Ltd.
Custom House Officer: K. Yansen
Master of m/t "Montefiore": Bruno Schmidt
Ship's Agent: J. Bostsen & Co.

4/ Latter from consignees claiming ship's responsibility for shortage of oil.

BRITISH OIL PRODUCTS LIMITED

Importers of Oil

Please quote
our ref. GLC/LII.

London, 27th Jule, 19...

The Captain
And/or Owners of T/S "Castle"

Dear Sir(s),

re: T/S "Castle" Buenos Aires/Hull
May 15th to May 30th, 19...Bills of Lading quantities.
LINSEED OIL QUALITY "A" - 3,452,211 kilos
LINSEED OIL QUALITY "B" - 6,836,920"

We have received the out-turn weights of the above cargo and find that whereas Quality "A" has apparently been fully discharged, quality "B" shows a loss of 18,475 kilos on the Bill of Lading weight.

We are, therefore, holding you responsible for this loss.

Yours faithfully,
British Oil Products Limited
L.W.Worthington
Acting Manager

5/ Reply to the above letter repudiating the claim for shortage

Hull,29th June,19...

The British Oil Products Street,
12 Fenchurch Street,
London.E.C., England.

Your Ref. GLC/LII.

Dear Sirs,

re: Linseed Oil ex t/s "Castle"
on 26th June, 19...

In reply to your letter of the 27th inst. I beg to inform you that I am not in a position to admit your claim regarding the alleged loss of 18,475 kilos the cargo of for the following reasons. The Bill of Lading for this consignment contains a remark "Shipper's weight"

and a clause "weight, quantity and quality unknown to me," which itself relieves the carrier from liability.

Apart from this, on arrival to hull and prior to discharge, measurements of all tanks were taken jointly with your representative, Mr.A.W.Powell, as well as with a Custom House Officer. The figures obtained coincide with the data of the measurements taken after loading in Buenos Aires, insignificant discrepancies being within the limits allowed.

While discharging in Hull we had no abnormal loss and/or spillage. The shorelines and the flexible hoses which were empty before use were blown clear after pumping.

For your ready reference I enclose herewith a copy of the statement of ullages taken after loading in Buenos Aires and a copy of the statement of ullages taken in Hull before discharging as well as a copy of the tank Inspection Certificate. The two latter documents were approved and signed in Hull both by your representative and by the Custom House Officer.

Yours faithfully,
J.Thomas
Master of the m/t "Castle"

Enclosures: 3 copies.

6/ Counter remark to be made by the Captain in case of similar claims for short delivery of, or damage to, cargo (turbidity, non-correspondence to Certificate of Quality, etc.)

Under the Bill of Lading covering this consignment the vessel accepted the cargo for shipment with the reservation "Weight, quantity and quality unkown to me." The Shipowners, therefore, are not responsible for the quantity and quality of the goods.

Master of the m/t, s/s, m/v"...."

7/ Letter to the cargo receivers in reply to their request for fractional layer discharging of oil.

Liverpool, 17th July, 19...

Messrs. M.L Worthing & Co., Oil Importers,
c/o Messrs. J. S. Williams & Co., Ship Agents,
Ship Agents 17 Fenchurch Street,
London,E.C., England

Dear Sirs

Re 9500 tons of Edible Oil under Bs/L Nos 2732, 3734, 4657.
by m/t "Dinard" ar'd 16.07.19...

In connection with your request to pump out part of the cargo (viz: bottom layer 1'-2' deep) into barges and the rest of the cargo into shore tanks, I wish to point out the following

As per clause in the Bill of Lading -"Weight, quantity and quality unknown to me" - the carrier is not responsible for the weight and quality of the cargo

However, we are bound to deliver the cargo in the same good order and condition as loaded or, in other words, in accordance with the measurements taken after loading and in conformity with the Samples taken from each tank on completion of loading

Therefore, it you insist upon such a fractional layer discharging, I would kindly ask you to send you representative aboard our vessel for taking joint measurements and samples. Duplicate samples, jointly taken and sealed, will be kept on board for futher reference

The figures obtained from these measurements and analyses will enable you to give us clean receipts for the cargo in question, affer which we shall immediatety start discharging with your instructions

It is, of course, understood that inas much as such dischaging does not strictly conform with the established custom and practice

you will bear all the responsibility, as well as the expenses and/or consequences arising therefrom, which please confirm.

Yours faithfully
J.L Dyer
Master of the m/t "Dinard"

8/ Statement of facts for discharging Machine and Spindle Oil

BUTTING & COMPANY, LIMITED
Shipping Agents & Shipbrokers
STATEMENT OF FACTS

T/V "Orion" from Jeddah/ London and Hull
Cargo: *Machine Oil and Spindle Oil in bulk*

1/	Vessel arrived outside the harbour	at 08.00 hours	on 23rd Oct., 19....
2/	Vessel entered the harbour and berthed	at 10.00 hours	on 23rd Oct., 19...
3/	Free pratique received	at 10.30 hours	on 23rd Oct., 19...
4/	Notice of Readiness handed in	at 10.30 hours	on 23rd Oct., 19....
5/	Ullaging	at 11.30 hours	on 23rd Oct.,19...
6/	Hose connections made to	at 13.20 hours	on 23rd Oct., 19...
7/	Pumping started	at 13.30 hours	on 23rd Oct., 19...
8/	Stopped discharge as tank space not available	at 22.00 hours	on 23rd Oct., 19...
9/	Resumed discharge	at 2.00 hours	on 24th Oct., 19....
10/	Pumping completed	at 21.00 hours	on 24th Oct., 19...
11/	Tanks inspection made	at 21.30 hours	on 24th Oct., 19...
12/	Ballasting permitted	at 21.45 hours	on 24th Oct., 19...
13/	Hoses disconnected	at 22.00 hours	on 24th Oct., 19...

14/	Documents delivered on board	at 22.00 hours	on 24th Oct., 19...
15/	Vessel free	at 22.30 hours	on 24th Oct., 19...

Total laydays
time used for unloading

35 hrs. 30 min

Master of the l/v "Orion
P.I Ivannov

On behalf of Cargo Receivers
BUTTING & CO., LTD., HULL
R.Thorn Manager

Chú giải từ vựng

certificate - *giấy chứng nhận, chứng thư*
tank - *thùng chứa, két chứa*
Cetificate of Inspection - *chứng thư giám định*
t/s=T/S=tank ship - *tàu (chở) dầu*
t/v=T/V=tank vessel - *tàu (chở) dầu*
to concern - *quan tâm*
to examine - *kiểm tra*
Stbd. = starboard - *mạn phải*
to take in - *nhận,lấy vào*
declaration - *sự khai hàng hoá (để đóng thuế)*
linseed oil - *dầu lanh*
traces - *vết, vết tích*
leakage - *sự rò chảy*
to fit (with) - *lắp*
fire equipment - *thiết bị chống cháy*
safety equipment - *thiết bị an toàn*
fire hoses - *vòi dập lửa*
to lay (laid, laid) - *đặt, lắp đặt*
fire-extinguishers - *bình chữa cháy*

ordinance - *sắc lệnh, qui định*
traffic - *sự vận tải hàng hoá*
empty - *trống, rỗng*
shortage - *sự thiếu hụt*
out turn weight - *trọng lượng được dỡ khỏi tàu*
whereas - *nhưng trái lại, trong khi mà*
to be in a position - *ở vào vị trí*
to admit a claim - *chấp nhận một khiếu nại*
to alledge - *được viện ra, được dẫn ra*
reason - *lý do*
to relieve - *miễn, giải phóng*
apart from this - *ngoài việc này ra*
prior to - *trước khi*
to take measurements - *dùng những biện pháp*
jointly - *cùng với, đối địch*
figures - *những con số*
to obtain - *thu được*
to coincide (with) - *ăn khớp*
data - *số liệu*
insignificant - *không quan trọng*
discrepancy - *sự không phù hợp*
limits allowed - *những giới hạn cho phép*
abnormal - *không bình thường, khác thường*
spillage - *sự tràn đổ*
shorelines - *đường bờ, bờ*
flexible hose - *ống dẻo, ống linh hoạt*
to enclose - *gửi kèm*
to take ullages - *đong đo những số lượng vơi*
to approve - *chấp thuận*

similar - *tương tự*
short-delivery - *sự giao hàng thiếu*
turbidity - *độ đục*
fractional - *nhỏ, li ti*
edible - *có thể ăn được, không độc*
to point out - *chỉ ra*
in conformity with - *phù hợp với*
to insist (on, upon) - *khăng khăng*
to seal - *nêm chì*
to enable - *làm cho có thể*
inasmuch as - *vì, bởi vì*
established custom - *tập quán được thiết lập*
to bear (bore, borne) - *chịu, gánh chịu*
pratique - *sự kiểm dịch*
hose connections - *những vật nối ống*
tank space - *không gian thùng chứa*
to resume - *bắt đầu lại*
hose disconnection- *sự ngắt nối ống*
ar'd-arrived - *đã đến bến*

Chú giải cấu trúc và ngữ pháp

1/ **to whom it may concern** - gửi những ai có liên quan

2/ **the master does hereby declare that** - bằng thư này thuyền trưởng tuyên bố rằng

Does là một trợ động từ (auxiliary verb) dùng để nhấn mạnh (emphasize) câu văn. Khi câu ở thì nào thì **Do** sẽ được chia ở thì ấy, còn động từ chính của câu ở dạng nguyên mẫu không có TO. Ví dụ:

We do ask you to write us - chúng tôi yêu cầu ông viết thư cho chúng tôi.

He did work there	- ông ta đã làm việc ở đó
Do come tomorrow	- hãy đến vào ngày mai

3/ upon berthing - ngay khi cập cầu cảng (Xem Bài Sáu, chú giải cấu trúc và ngữ pháp 5)

4/ Please quote our Ref. GLC/LH - xin hãy trích dẫn số tham chiếu của chúng tôi là GLC/LH

5/ Which it self relieves the carrier from liability - chính điều đó miễn trách cho người vận chuyển

6/ for your ready reference - để tiện cho việc tham khảo của quí ông.

7/ Một số thành ngữ thường dùng trong thư tín hàng hải:

in all respects	- về mọi phương diện
in goods working order	- trong điều kiện hoạt động tốt
we hold you responsible	- chúng tôi bắt quí ông chịu trách nhiệm
we are not in a position	- chúng tôi không ở vị trí
the figures obtained	- những con số thu lượm được
we enclose herewith	- chúng tôi gửi kèm với thư này
enclosed please find	- gửi kèm với thư này là
covering this consignment	- theo lô hàng này
with the reserve/ with the reservation	- với điều kiện hạn chế
in accordance with/in compliance with/in conformity with	- phù hợp với
in connection with	- có liên quan đến

according to/as per	- theo, theo như
in question	- đang được bàn đến, đang được nói đến
on the understanding that	- với điều kiện là

Bài tập

I/ Answer the following questions:

1/ to whom is the Certificate of Inspection addressed?

2/ What did the undersigned persons certify?

3/ What are names and positions of the persons who signed their names under that Certificate?

4/ What did the captain of the m/t "Primavera" declare in his letter to the Harbour Master?

5/ What equipment is his tanker fitted with?

6/ Where did the captain undertake to place fire-extinguishers and hoses?

7/ In what state were the tanks of the m/t "Orion" according to the Certificate of inspection?

8/ What cargo did the t/s "Castle" bring to Hull?

9/ What did the Manager of the British Oil Products, Ltd., allege?

10/ Whom did he hold responsible for loss liability?

11/ Did the Master of the m/t "Castle" admit that claim?

12/ What remark relieved the carrier from liability?

13/ In whose presence the measurements taken prior to discharge?

14/ What data did the figures obtained coincide with?

15/ What were the discrepancies between those data and the figures obtained on measurements?

16/ Was the spillage of oil during the discharge too great?

17/ Did the shorelines and hoses remain filled with oil after pumping?

18/ How was the cargo to be deliverd to Messrs Worthington & Co., according to the captain's explanations?

19/ What did he invite the firm's representative for?

20/ What did the captain ask Messrs. Worthington & Co., to confirm?

II/ Fill in the blanks with the required prepositions where necessary:

1/ We found the tanks ready...all respects to take in the new cargo.

2/ The tanker is fitted...fire and safety equipment which is...good working order.

3/ Fire hoses will be laid down...deck.

4/ We received the Port Ordinance...the traffic of tankers...the Port...Venice.

5/ The out-turn shows a loss...18 tons...the Bill of Lading weight.

6/ ...reply...your letter...the 27th inst. we beg to enclose herewith a copy... our telegram.

7/ We are not...a position to admit your claim...the loss...goods.

8/ This will relieve us...liability.

9/ ...arrival...Hull and prior...discharge all the measurements were taken.

10/ Our figures coincide... your data.

11/ The discrepancies are... the limits allowed.

12/ ...your ready reference I enclose herewith a copy...the Inspection Certificate.

13/ The vessel accepted the Cargo...the shipment...the following reserve "Shipper's weight," therefore, the carrier is not responsible...the weight...the cargo.

14/ ...connection...your letter I wish to point out that the cargo was delivered...the same good order and condition as loaded.

15/ We are to deliver you this cargo...accordance...the measurements taken after loading.

16/ This cargo is...absolute conformity...the samples submitted.

Bài mười lăm

BÀI HỌC

ROUTINE SHIP'S CORRESPONDENCE
THƯ TÍN HÀNG HẢI THÔNG DỤNG

STATEMENT OF SEA PROTEST
KHÁNG NGHỊ HÀNG HẢI

1/ Statement of sea Protest by dry cargo vessels

s. s. "Morecombe," Berth no. 37
at Liverpool, England.
25th April, 19...

To the Notary Office
Liverpool

STATEMENT OF SEA PROTEST

I, R. B. Gordon, Master of the s.s."Morecombe," registered at the port of Odessa and sailling under the flag of the U.K. gross-registered tonnage-4701, on the 22nd of April, 19...,sailed from the port of London with a cargo of Machinery, 7200 tons, bound for Liverpool, and arrived there at Berth No. 37 on the 24th of April, 19..., at 11.00 a.m., receiving pratique at 16.00 HRS.

On the 22nd and 23rd April, 19...,we encountered very heavy weather with north easterly winds of whole galeforce and high sea; the vessel during this period was pitching, rolling and labouring heavily, shipping very heavy water Fore and Aft, hatches and vents being continually awash.

In consequence of the aforesaid weather conditions I anticipate possible damage to the cargo.

I hereby declare this Sea Protest in the event of any damage

to the vessel or the cargo through stress of weather conditions during the voyage.

I, the Master, and the crew have applied all means of safeguarding the vessel and the cargo.

Witnesses to the Sea Protest:

1/ *B.Glough*, Chief Mate

2/ *L. Dobson*, Bos'un

3/ *J.R.Mason*, Able Seaman

R.B.Gordon
Master of the s.s.
"Morecombe"
(Ship's stamp)

2/ Statement of sea Protest with entries in the Log-Book quoted.

s.s. "Saudi Arabia," Berth No. 25,
at Cardiff, England,
21st July, 19...

To the Notary Office,
Cardiff

STATEMENT OF SEA PROTEST

I, Mohamed Al Wazi, Master of the s.s. "Saudi Arabia" sailling under the Saudi Arabian flag and registered at the port Damman G.R.T. 7350 tons, completed loading at Jeddah on the 27th of June, 19..., and sailed from the said port on the 28th ult. with a cargo of 6709 tons of which 1550 were destined for Cardiff, where we arrived at Berth No. 25 on the 20th July, 19...,at 12.00 and received pratique at 15.00 HRS.

On the voyage I experienced the following weather conditions:

Jeddah to Piraeus

29th June, 19... Strong wind, Gale force squalls. Rough sea. Short heavy swell. Overcast. Occasional showers. Pitching and shipping water.

1st July, 19... Strong wind, rough sea, heavy swell, vessel rolling heavily and shipping water. Cloudy, fine and clear

Matapan to Gibraltar

7th July, 19... Strong wind, rough sea, heavy swell. Vessel rolling heavily and shipping water cloudy, fine & clear.

8th July, 19... Fresh wind, rough sea, heavy swell, vessel rolling heavily. Cloudy, fine & clear.

Gibraltar to Fenisterre

11th July, 19... Strong wind, rough sea, moderate to heavy swell, spraying forward. Cloudy and clear.

12th July, 19... Strong wind with gale force squalls, Rough sea, heavy swell, rolling and pitching & shipping water. Cloudy, fine & clear.

Fenisterre to Uessant

14th July, 19... Fresh to strong wind, rough sea, moderate swell. Vessel spraying. Overcast. Occasional light rain. Clear.

18th July, 19... Moderate gale, rough sea, moderate short swell. Vessel shipping water. Overcast, slight mist patches.

Owing to the above-mentioned heavy weather conditions and

very humid atmosphere during the voyage I anticipate possible damage to the cargo.

I, therefore, give notice of my intention of protesting against all losses and damages.

I, the Master, and the crew have applied means of safeguarding the vessel and the cargo.

Witnesses to the Sea Protest:

1. *D.F.Hishan*, Chief Engineer

2/ *M.A.Ashasq*, 2nd officer

3/ *A.A.Sawal*, Bos'un

Mohamed Al Wazi
Master of the s.s."Saudi Arabia"
(Ship's stamp)

3/ Statement of Sea Protest by tankers

Amsterdam, 17th May, 19...

To the Notary Office,
Amsterdam, Holland.

STATEMENT OF SEA PROTEST

I, Bruno Schmidt, master of the m/t "Montefiore," sailing under the U.K. flag, owned by the Pacific Steam Navigation Co., Liverpool, and classed by the Lloyd's Register of Shipping the port of Felixstowe, England, bound for Amsterdam, Holland, having on board 10,000 tons of Gasoil loaded in compliance with the Load-Line Certificate, and arrived at the above-said port of Amsterdam this 17th day of May, 19...,at 8.00 a.m.receiving pratique 11.00 a.m. on the same day.

On the 8th, 9th, 10th and 11th of May, 19..., we encountered very heavy weather with north-easterly winds of whole gale force and high sea. During this period the vessel was pitching, rolling and

labouring heavily shipping very heavy water Fore and Aft, the ship's expansion trunkways and pipelines being continually awash.

Water and air temperatures during that time were changing considerably, falling and rising 5-12 degrees Centigrade. In consequence of these temperature changes I fear possible damage to the cargo owing to intensive sweating on the metallic surfaces and to the resultant increase of water content.

I, the Master, and the crew have applied all means of safeguarding the vessel and the cargo.

I declare this Sea Protest in the event of any damage to the vessel or the cargo through stress of weather conditions during the voyage, reserving the right to extend the Protest at time and place convenient.

Witnesses to the Sea Protest:

1/ V.A.Green, Second Mate

2/ J.M.Adrian, Bos'un

3/ B.S.Allan A.S.

Brumo Schmidt
Master of the m/t "Montefiore"
(Ship's stamp)

4/ Wording of some other reasons for noting a Sea Protest

1/ ....During the voyage, on the 21st May, 19...,spontaneous conbustion of Cotton in Hold No. 2 took place. The fire was extinguished by ship's fire-fighting equipment. Several bales of cotton were damaged by fire, while some more cargo may have been damaged through possible wetting.

Owing to the above-mentioned fire on board my ship I anticipate possible damage to the cargo and ship.

I hereby give notice of my intention of protesting against all

losses and damage, reserving the right to extend my Protest at time and place convenient...

2/ ...During the voyage, on the 11th April, 19..., ship entered the area of thick fog and while drifting got stranded on a bank. The ship refloated without any assistance by pumping out the ballast water and proceeded on her voyage, no evident damage to the hull or machinery and no leakage being found.

Owing to the above-mentioned occurrence I apprehend possible damage to the cargo of Lubricating Oil through leakage or contamination with salt water.

Therefore, I give notice of my intention of protesting against all losses or damages to the ship or cargo in consequence of the afore-said occurrence...

3/...During the voyage, on the 6th May, 19..., my ship collided in fog with some other ship, no serious damage being caused to both vessels.

Owing to the above-mentioned collision I anticipate possible contamination of mixing of different grades of the cargo with may have ensued from loosening or deformation of bulkheads and resultant leakage

Therefore, I give notice of my intention of protesting against all losses and damages, reserving the right to extend my Protest at time and place convenient....

Chú giải từ vựng

notary - *công chứng*

statement - *bản, tờ*

G.R.T = gross registered - *trọng tải đăng ký toàn phần*

pratique - *sự kiểm dịch*

to encounter - *gặp, chạm phải, đương đầu*

heavy weather - *thời tiết xấu*

winds of whole gale force - *gió có sức của gió bão*
high sea - *sóng lớn, sóng mạnh (độ cao 3/6 - 6/0 m)*
pitching - *sự lắc dọc*
to be pitching - *bị lắc dọc*
rolling - *sự lắc ngang*
to be rolling - *bị lắc ngang*
to labour - *nhồi lắc*
to labour heavily - *nhồi lắc mạnh*
to ship heavy weatar Fore and Aft - *rẽ nước lớn dọc tàu*
vents - *các lỗ thông*
awash - *bị ngập sóng*
continually - *liên tục*
to anticipate - *đoán trước, biết trước*
through stress of - *do áp lực của*
stress - *áp lực*
crew - *thuỷ thủ đoàn*
to safeguard - *bảo đảm an toàn*
witness - *nhân chứng*
Bos'un = Boatswain - *thủy thủ trưởng*
Able Seaman - *thủy thủ hạng nhất*
Chief Mate - *đại phó*
signature - *chữ ký*
stamp - *con dấu, con triện*
entry - *sự ghi chép*
Log-Book - *Sổ nhật ký trực*
to quote - *trích dẫn*
to experience - *gặp phải, trải qua*
strong wind - *gió mạnh*
gale force squalls- *những cơn gió giật có sức gió bão*

rough sea - *biển động, sóng lớn (độ cao 1,5 - 2,4m)*
heavy swell - *sóng lừng mạnh*
overcast - *u ám, phủ mây (bầu trời)*
occasional - *thỉnh thoảng*
shower - *mưa rào*
spraying - *sự phun, sự phun bụi nước*
cloudy - *có mây*
fresh wind - *gió mát, gió nhẹ*
moderate to heavy - *từ dịu đến mạnh*
slight - *nhẹ*
mist - *sương mù*
humid - *ẩm*
to intend - *dự định*
intention - *ý định*
Chief Engineer - *máy trưởng*
2nd Officer - second officer - *thuyền phó thứ hai*
to own - *làm chủ, sở hữu*
Load-Line Certificate - *giấy chứng nhận vạch tải (mớn nước chở hàng)*
expansion trunkways - *giếng miệng hầm hàng giãn nở*
pipeline - *đường ống dẫn (dầu khí)*
water temperature- *nhiệt độ nước*
considerable - *đáng kể*
centigrade - *bách phân*
intensive - *mạnh, có cường độ lớn*
sweating - *sự xông hơi*
resultant - *hợp lực*
surface - *mặt, bề mặt*
to extend - *gửi*
spontaneous - *tự động*

spontaneous combustion - *sự cháy tự động, sự tự phát cháy*

to extinguish - *dập lửa*

to wet - *làm cho ướt*

wetting - *sự ướt*

area - *vùng, nơi*

to drift - *trôi giạt*

to get stranded - *bị mắc cạn, bị đâm vào bờ*

to refloat - *(tàu) ra khỏi cạn*

obvious - *rõ ràng, hiển nhiên*

hull - *thân tàu*

occurrence - *sự xảy ra, sự xuất hiện*

to contaminate - *làm bẩn nhiễm*

contamination with water - *sự nhiễm nước*

Chú giải cấu trúc và ngữ pháp

1/ strong wind, heavy swell, rough sea - gió mạnh, gió lừng mạnh, sóng lớn

2/ I reserve the right to extend the protest - tôi giành quyền kháng nghị này.

3/ some more cargo - thêm ít hàng nữa

4/ may have been damaged - có lẽ đã bị hư hại

may + perfect infinitive = có lẽ đã

Ví dụ:

The ship has not come yet; she may have had an accident.	con tàu chưa đến; có lẽ nó đã gặp tai nạn.

5/ Một số câu thường dùng:

We encoutered heavy weather - chúng tôi gặp thời tiết xấu

The ship was pitching, and rolling	- tàu bị lắc dọc và lắc ngang
The ship was shiping water	- Tàu rẽ nước
I anticipate possible damage	- tôi đoán sẽ có hư hại
I fear (apprehend) possible damage	- Tôi e (cảm thấy rõ) có thể có hư hại
in the event of	- trong trường hợp
I reserve the ringt	- tôi giành quyền
owing to the above-mentioned (case, accident, etc)	- vì (trường hợp, tai nạn,v.v..) nói trên
in consequece of	- do kết quả của

Bài tập

I/ Answer the following questions:

1/ To whom is the first Sea Protest addressed?

2/ What weather did the s/s "Morecombe" encounter during the voyage?

3/ What was the ship experiencing during the storm?

4/ Why did the captain anticipate possible damage to the cargo?

5/ In view of what event did the captain declare his Protest?

6/ When did the s/s "Saudi Arabia" arrive at Cardiff?

7/ At what time did the ship receive pratique?

8/ Why did her captain anticipate possible damage to the cargo?

9/ Against what risks did the captain note that Protest?

10/ Did the captain, and his crew do anything to safeguard the vessel and cargo?

11/ What kind of cargo had the m/t "Montefiore" aboard?

12/ In accordance will what requirements was the tanker loaded?

13/ What may cause sweating in the tanks?

14/ In what way can sweating affect the quality of oil?

15/ What right did the captain reserve?

16/ When did the spontaneous combustion take place?

17/ How was the fire extinguished?

18/ What damage was caused to the Cotton?

19/ Under what circumstances did the ship get stranded?

20/ In what way did the tanker refloat?

II/ Fill in the blanks the required prepositions where necessary:

1/ The ship sailed...London...the 22nd April, 19-...a cargo...Machinery and was bound...Liverpool.

2/ The vessel arrived...Berth No. 7...the 27th June, 19-, and received pratique...16.00 hours.

3/ During the voyage the ship encountered... very heavy weather.

4/ I declare this Sea Protest...the event...any damage...the cargo...stress...weather conditions.

5/ I give notice...my intention...protesting...all losses and damages.

6/ Air temperature fell...5°.

7/ The water content in oil increased... 2%.

8/ The fire was extinguished...the ship's fire-fighting equipment. A considerable part...the cargo was damaged...wetting.

9/ The vessel entered...the area...thick fog and got stranded...a bank.

10/ I apprehend possible damage...the lubricating oil...leakage or contamination...salt water.

Bài mười sáu

BÀI HỌC

ROUTINE SHIP'S CORRESPONDENCE
THƯ TÍN HÀNG HẢI THÔNG DỤNG

CLAIMS IN CONNECTION WITH ACCIDENTS AND COLLISIONS
KHIẾU NẠI LIÊN QUAN ĐẾN TAI NẠN VÀ VA CHẠM TÀU

1/ Letter claiming responsibility for damage to the through collision

Esbjerg, 18th March, 19...

To the Master
of the m/v "Bornholm,"
Port of Esbjerg.

Dear Sir,

To-day at 6.30 GMT while my ship, having a pilot aboard, was following the icebreaker and proceeding slowly on account of heavy ice with engine working at full speed ahead, your ship that was right after us collided with my ship causing a big hole on my ship's aft (poop), starboard side.

I make reserve for more damages which may arise on a more accurate inspection.

Under the circumstance I have to hold you responsible for the damage caused and kindly ask you to come personally to verify the scope of damage by yourself.

Yours faithfully,
S.S Trobel
Master of the s/s "Thames"

2/ Letter to the Owners of the ship claiming their responsibility for the collision.

Hamburg, 7th July, 19....

To the Master and/or Owners
of the m/v "Hercules".
Port of Hamburg.

Dear Sir (s),

On the 6th inst. while proceeding to Hamburg under pilot's direction we entered the area of dense fog and dropped anchor in position 53o51'N, 9o00'E at 11.00 hours GMT, waiting for the visibility to improve. Immediately on anchoring we started to give prescribed fog signals and set proper lookout.

At 12.34 GMT fog signals of a vessel under way were heard from apparently forward of the beam. To attract attention of the oncoming ship we started to give signals prescribed by the Regulations and showed flare-up light.

Notwithstanding those signals, the approaching vessel which proved to be your ship, the "Hercules" as it was found later, continued to progress and at 12.39 hours GMT struck the starboard side of my tanker in way of tank No.3, causing a big hole and other damage described in detail in the enclosed Survekor Report.

Under the circumstances I have to hold you and your owners responsible for the damage caused and the consequences which may arise therefrom, of which please take due note.

Yours faithfully,
J.B.K.Thoms
Master of the m/t "Ferguson"

3/ Letter to the Habour Authorities stating the data of the accident and claiming responsibility for the collision

Esbjerg, 18th March, 19...

To the Harbour Master,
Port of Esbjerg.

Dear Sir,

I beg to inform you that on March 17, 19...,at 22.00 HRS GMT, at 7 miles westward of Graadyb, the pilot boarded my vessel waiting for the icebreaker "Grand" which was busy at that time taking out another ship.

On the 18th March, 19...,at 05.00 GMT we sailed to your port progressing in the following order:

1. The icebreaker "Grand,"
2. The s.s. "Thames,"
3./The m.v. "Bornholm",

My vessel, the "Leningrad," was proceeding under pilot's direction, shifting on different and various speeds and steaming ahead heavily through the ice.

At 06.30 HRS GMT, while the icebreaker was about 500 metres ahead of us and we were proceeding with the engine at full speed ahead, the motor vessel "Bornholm," which was at a very short distance from our aft, suddenly struck against my ship causing a big hole our aft (poop), starboard side.

The visibility was very good, my ship, the "Thames" was steaming at that time with the engine at full speed ahead, but proceeding very slowly owing to heavy ice.

The motor vessel "Bornholm" at the same time had much easier-manoeuvring facilities either to stop or to go astern or, definitely much better, to keep herself away from the "Thames" at a safe distance.

Therefore, the responsibility for the collision must be charged on the "Bornholm" the Master whereof has been duly notified by me.

Enclosed herewith please find four copies of the extracts from the Log-Book and four copies of the extracts from the Engine-Book.

Yours faithfully,
S.Strobel
Master of the s.s. "Thames"

Enclosures: 8 copies.

4/ Extracts from the Log-Book stating the data of the accident

Extracts from Log-Book No. 72 of the s.s. "Thames" sailing under the Soviet Flag and owned by the Pacific Steam Navigation Co., Liverpool, U.K.

Page 117
March 17, 19...

22.00 GMT — At anchorage close to the edge of heavy ice. Embarked pilot, Mr.W.J. Johnes of Esbjerg. Waiting for an icebreaker. Wind NE force 2. Temperature - 18oC.

Page 118
March 18, 19...

05.25 GMT — The icebreaker "Grand", calling letters MNHO, approached at a short distance to get ready to weigh up.

05.27 GMT — Weighed anchor.

05.28 GMT — Left anchorage. Proceeding at slow ahead under pilot's direction. Master on the bridge in command.

05.33 GMT — Following the icebreaker "Grand", keeping at about 500 metres distance from the icebreaker ahead of us. Proceeding at half ahead, on variable courses. Progressing slowly because of

ice, the m/v "Bornholm" following us at a fairly short distance.

06.00 GMT — Passed Point Saat. Wind rose to force 3 NNE. Temp. 19°C.

06.25 GMT — Observed a sudden and very close approach of the m/v "Bornholm" to our ship's stern. Sounded a series of short blasts on the ship's whistle.

06.26. GMT — Altered course to port to keep as close as possible to the edge of the ice channel.

06.27 GMT — Went full speed ahead to kick away the "Bornholm's" bowby the propeller's wake taken could not avoid an impact. The m/v "Bornholm" struck with her how against our ship's stern, on the starboard side.

06.28 GMT — In spite of measures

06.29 GMT — Stopped the engine. The m/v "Bornholm passed by on our starboard side, bruising our ship's plating.

06.30 GMT — Backed her at slow astern.

06.31 GMT — Chief Mate together with bos'un examined damage caused, reported to the bridge: a hole 1 x 1.5 metres in size above to the waterline, and a dent on the plating about 2 metres long with a 5 cm deflection.

06.35 GMT — No leaks detected in aft compartments. The ship continues to follow the icebreaker "Grand" at slow speed ahead. The m/v "Bornholm" is proceeding behind us at 2 cables' distance.

S.Strobel
Master of the s.s. "Thames"

5/ Extract from the Engine-Book stating the data of the accident.

Extracts from Engine-Book No. 37 of the s.s. "Thames," sailing under the Soviet Flag and owned by the Pacific Steam Navigation Co., Liverpool, U.K.

Page 117
March 18, 19

04.10 GMT. Get the engine ready.1 hour notice.

04.11 GMT. Started oil pump.

04.12 GMT. Started fuel-oil delivery pump and air compressor.

05.10 GMT. The engine is ready.

05.25 GMT. Started the second diesel generator.

05.26 GMT. Fed power to windlass and fire-pump.

05.27 GMT. Stand by the engine. Started both engines.

05.28 GMT. Slow ahead Stbd and port engines.

05.32 GMT. Half speed ahead Stbd and port engines.

06.27 GMT. Full speed ahead.Stbd and port engines.

06.28 GMT. Heard the sound of a heavy stroke coming from aft.

06.29 GMT. Stop. Stoped Stbd. and port engines.

06.30 GMT. Slow astern. Stbd. and port engines.

06.33 GMT. Stop the engine. Stopped Stbd and port engines.

06.34 GMT. Slow ahead. Stbd and port engines.

S.Strobel
Chief Engineer of the s.s. "Thames"

6/ Petter claiming indemnity for forced inactivity caused by the collision

Esbjerg, 21st March, 19...

To the Master of the m.v. "Bornholm,"
Port of Esbjerg.

Dear Sir,

I beg to inform you that in connection with the damage caused by your ship on the 18th of March, 19...., I hereby claim from your Company, besides the repairs, an indemnity for forced inactivity of my s.s the "Thams" up to the completion of repairs, at the rate of £150-/- per day.

Yours faithfully,
S.Strobel
Master of the s.s "Thames"

7/ Letter stating that the repairs have been completed to entire satisfaction

Esbjerg, March 29, 19...

To the Owners of the m.v. "Bornholm,"
Port of Esbjerg.

I, the undersigned, Master of the s.s. "Thames"

by the present state that the damage caused by the m.v. "Bornholm" on the 18th of March, 19...., has been completely repaired to my entire satisfaction and that I have no claim of whatsoever in respect to the quality of repairs.

S.Strobel
Master of the s.s. "Thames"

8/ Arbitration agreement for cases of collision

ARBITRATION AGREEMENT FOR CASES OF COLLISION

Esbjerg, March 18, 19...

It is hereby agreed between the Captain, as accredited representative of the owners of the ship m.v."Bornholm," sailing under Norwegian Flag and registered at the port of Oslo, Norway, Party of the first part, and the captain of the U.K. s.s. "Thames," registered at the port of Felixstowe, U.K. Party of the second part, as follows:

1/ All disputes arising between the parties hereto, in connection with the collision or the damage to the property on shore or at sea by the ship m.v."Bornholm," and s.s. "Thames" which occurred on the 18th of March, 19..., at Esbjerg, both with regard to the cause of the said collision or occurrence and eventual liability of each party and to the amount of damages to be paid-are hereby referred to arbitration in London by the Maritime Arbitration Commission at the U.K. Chamber of Commerce.

2/ Each party agrees forthwith to give security to the other to an amount, which the other party shall require in accordance with the circumstances of collision or occurrence, through the Maritime Arbitration Commission, this security being enforceable only by the Maritime Arbitration Commission to cover the losses and expenses of the party at whose request it was given. The security shall be given in such form as the Maritime Arbitration Commission may think proper, but the Maritime Arbitration Commission shall not be held responsible either for the amount or form of effectiveness of the security.

3/ The parties to this agreement hereby agree not to demand the arrest or detention of any ship of a party which has provided security in accordance with Paragraph 2 hereof, so long as that security remains effective.

Until the said security is given, the rights of the parties to demand arrest or detention of the ship remain unrestricted.

4/ Within 30 days after the agreement has been signed each party is entitled to shoose an arbitrator from among the members of the Maritime Arbitration Commission. Should both parties or any one of them fail within this period to name arbitrators or arbitrator, the same shall be appointed by the President to the Maritime Arbitration Commission at his decretion from among the members of the Maritime Arbitration Commission. The parties hereto may, by mutual consent, leave the personal choice of arbitrators to the Maritime Arbitration Commission. In this event the Maritime Arbitration Commission may entrust the settlement of the dispute to a sole arbitrator appointed from among the members of the Commission.

The Maritime Arbitration Commission shall inform the parties of the arbitrators or arbitrator appointed by the Commission within five days after their appointment.

5/ The onus of providing evidence shall lie with the parties, yet the President of the Maritime Arbitration Commission and arbitrators may gather evidence also on their own initiative and may require each of the parties to submit to the Maritime Arbitration Commission, prior to the hearing of the case, detailed statements in writing and such information and documents,which the President of the Maritime Arbitration Commission or the arbitrators shall consider essential for ascertaining the facts of the case. Whether or not any given evidence or any act of investigation (examination of witnesses, calling in of experts, inspection on the sport) shall be admitted, depends on whether the arbitrators or arbitrator consider them to have any essential significance for the case.

6/ The case shall be heard by the arbitrators or arbitrator in open session, both parties being invited to attend. The parties may conduct their case either personally or through their representatives, but the hearing of the case shall not be postponed on account of the failure of the parties to attend. Parties desiring either themselves or in the person of their representatives to attend the

hearing must communicate to the Maritime Arbitration Commission their legal addresses indicating to whom notices, summonses. etc. are to be served. Should the parties fail to communicate their legal addresses, the notices, summonses, etc. shall remain in the office of the Maritime Arbitration Commission and shall be deemed to have been duly served to the parties.

7/ In the event of the dispute coming before two arbitrators and their failing to agree they shall elect an Umpire from among the members of the Maritime Arbitration Commission. If the arbitrators fail to agree in an Umpire, the same shall be appointed by the President of the Maritime Arbitration Commission from among the members of the Maritime Arbitration Commission at his own discretion. The arbitrators may yet before the hearing of the case agree to appoint an Umpire to take part in the arbitration.

8/ Disputer between the parties under this agreement shall be decided pursuant to the provisions of the Merchant Shipping Code and other laws of the U.K., and to the Rules of the Brussels International Convention of September 23, 1910, "For Unification of some Rules Concerning Collision of Vessels."

9/ The sum or sums awarded by the Arbitration Commission as well as the expenses of the arbitration procedure shall be paid by the parties in full accordance with the award of the arbitrators or of the Umpire as soon as this award comes into force. The President of the Maritime Arbitration Commission shall give instructions for the realization of the security in the manner agreed upon between the parties or setted in the award.

W. Jansen — *Master of the m.v. "Bonholm"*

S.Strobel — *Master of the s.s. "Thames"*

Chú giải từ vựng

GMT = Greenwich Mean Time - *giờ chuẩn quốc tế*

m/v = motor vessel - *tàu chạy bằng máy*

heavy ice - *băng lớn*

full speed ahead - *hết tốc độ về phiá trước*

right after us - *ngay sau ohúng tôi*

aft - *phía đuôi*

poop - *thượng tầng đuôi*

starboard side - *mạn phải*

port side - *mạn trái*

to make reserve for - *bảo lưu*

to hold someone responsible - *bắt ai chịu trách nhiệm*

scope - *phạm vi*

dense fog - *sương mù dày đặc*

to improve - *rõ hơn*

prescribed - *được qui định*

to set proper lookout - *bố trí sự quan sát hợp lý*

under way - *đang phát đi*

forward of the beam - *phía trước đường trục ngang của tàu, phía trước xà vồng*

oncoming - *đang đến gần*

flare-up light - *tín hiệu chớp sáng*

notwithstanding - *bất chấp, mặc dù*

to progress - *vẫn chạy*

to strick (struck, struck) - *va đập*

to enclose - *gửi kèm*

surveyor report - *biên bản giám định*

harbour authorities - *các nhà chức trách cảng*

data - *cứ liệu*

HRS = hours - *giờ*

to board - *lên tàu*

to shift - *dịch chuyển*

shifting on various speeds - *dịch chuyển với những tốc độ khác nhau*

to steam (up) - *chạy bằng hơi nước*

to steam ahead - *chạy về phía trước*

to strike against - *va vào*

to run against - *đâm vào*

much easier manoeuvring facilities - *phương tiên vận động dễ dàng hơn*

to go astern - *đi lùi*

to keep away (from) - *tránh đi xa*

to charge responsibility on someone - *buộc trách nhiệm cho người nào*

enclosed herewith please find - *xin gửi kèm theo thư này là*

extracts - *những đoạn trích*

Engine-Book = Engine-Room Log - *nhật ký buồng máy*

enclosure - *vật gửi kèm*

to embark - *nhận hàng lên tàu*

calling letters - *hô hiệu (tàu)*

to weigh up - *nhổ neo*

master in command - *chỉ huy trưởng*

variable - *khác nhau*

fairly - *hơi, một chút*

ice channel - *lạch băng*

to kick away - *làm giật ra đánh bạt ra*

wake - *đường rẽ nước*

impact - *sự va đập*

to pass by - *đi qua*

to bruise - *làm sứt sẹo*
plating - *lớp mạ*
deflection - *sự võng xuống*
to back - *chạy lùi*
leak - *chỗ rò*
to detect - *dò tìm*
compartment notice - *khoang , ngăn kín*
one hour notice - *thông báo trước khi đến cảng một giờ*
to feed (fed,fed) - *nạp vào*
windlass - *tời kéo lên*
stroke - *cú va đập*
indemnity - *sự bồi thường*
inactivity - *sự không hoạt động được*
besides - *ngoài ra*
completion - *sự hoàn tất*
whatsoever - *gì, nào*
Arbitration Agreement - *hợp đồng trọng tài*
party - *bên (tham gia ký hợp đồng)*
of the first part - *thứ nhất (bên)*
of the second part - *thứ hai (hai)*
eventual - *cuối cùng*
to be referred to arbitration - *được đưa ra trọng tài*
Chamber of Commerce - *phòng thương mại*
forthwith - *tức khắc , ngay lập tức*
enforceable - *có hiệu lực*
unrestricted - *không bị hạn chế*
from among the members - *trong các thành viên*
at discretion - *tùy ý, không điều kiện*

the settlement of the dispute - *sự dàn xếp tranh chấp*

sole arbitrator - *trọng tài duy nhất*

onus - *nhiệm vụ, trách nhiệm*

to submit - *trình, nộp*

prior to - *trước*

hearing of the case - *phiên xử của vụ án*

whether of not - *dù có hay không*

examination of witnesses - *sự chất vấn các nhân chứng*

calling in of experts - *sự mời các chuyên viên*

inspection of the spot - *sự kiểm tra hiện trường*

to conduct the case - *biện hộ cho vụ kiện*

to postpone - *hoãn, đình hoãn*

summons to be served - *lệnh triệu tập sẽ được phát*

pursuant to - *chiếu theo*

to award - *phán quyết*

award - *sự phán quyết*

Bài tập

I/ Answer the following questions:

1/ What damage was caused to the s/s "Thames" ?

2/ Whom did the captain have to hold responsible for this damage ?

3/ With what purpose did he invite the Master of the m/v "Bornholm" to come aboard his ship ?

4/ What did the captain of the s/s "Thames" inform the Harbour Master about?

5/ Where and at what time did the pilot board the s/s "Thames"?

6/ What was the icebreaker "Grand" busy with at that time ?

7/ When did the s/s "Thames" sail for Esbjerg ?

8/ In what order were the three ships progressing ?

9/ At what speed was the s/s "Thames" proceeding and how were her engines working ?

10/ What happened at 6.30 GMT when the m/v "Bornholm" was at a short distance from the s/s "Thames" stern ?

11/ Which of the tow ships had better manoeuvring facilities ?

12/ What could the m/v "Bornholm" do to avoid the collision ?

13/ What did the captain of the s/s "Thames" claim ?

14/ What documents did he enclose with his letter to the Harbour Master ?

15/ What damage had been caused to the s/s "Thames" as reported by her Chief Mate ?

16/ What did the captain claim from the Owners of the m/v "Bornholm" besides the repais ?

17/ At what rate did he claim the indemnity for forced innactivity ?

18/ How was the damage repaired ?

19/ Between what parties is the Arbitration Agreement conluded ?

20/ To whom must all the disputes between the parties be referred for arbitration ?

21/ In which case do the parties agree not to demand the arrest of any ship belonging to the opposite party ?

22/ How are the Arbitrators and an Umpire elected of appointed ?

23/ In accordance with what Code and law are the disputes between the parties to be decided ?

II/ Fill in the blanks with the required prepositions where necessary :

1/ ...Wednesday...05.30 p.m.we were following the icebreaker

2/ The icebreaker was proceeding ...of us

3/ Your ship collided...my vessel and caused a big hole...my ship's starboard

4/ We found more damage.... detailed inspection.

5/ The pilot boarded my vessel...7.45 a.m...the 12th of June, 19-,... miles... Cape N

6/ We were waiting...a pilot...the position indicated by the Harbour Master

7/ We were proceeding...pilot's direction and progressed slowly...the ice

8/ We were steaming ahead slowly...the engine working...half-speed ahead...a short distance...the pilot boat

9/ Owing..heavy ice we could not enter...the port

10/ We tried to keep away...the floating crane...a safe distance

11/ The responsibility for the collision is to charged...the tug-boat which towed us... the Canal

12/ I beg to enclose herewith 3 copies...the extracts...the Log-Book...my vessel

13/ ...account...breakage... the ship's engine we must proceed... Marseilles... repairs

14/ The sailling boat an...our ship's screw and capsized

15/ ...that moment the officer on duly was busy ...the berthing of the ship.

Bài mười bảy

BÀI HỌC

ROUTINE SHIP'S CORRESPONDENCE
THƯ TÍN HÀNG HẢI THÔNG DỤNG

LETTERS AND DOCUMENTS IN CONNECTION WITH ACCIDENTS, COLLISIONS, SALVAGE OPERATIONS, ETC.

THƯ VÀ CHỨNG TỪ LIÊN QUAN ĐẾN TAI NẠN, VA CHẠM TÀU, HOẠT ĐỘNG CỨU NẠN, V.V...

1/ Letter asking the Agent to radio the information about the collision to the Shipowners

Genoa, 27th July,19...

Messrs. Saghelti & Tuena, Ship Agents & Brokers
Piazza Dealla Meridiana 25;
Genoa, Italy

Dear Sirs

Please send to my Owners the enclosed telegram in Latin characters which, when translated, reads as follows:

"On the 27th inst. at 01.30 GMT while shifting from Millepier to the Inner Basin pier, under pilot's direction, my ship ran against a barge which was riding at anchor in the inner road, carrying no lights prescribed by the Rules of the Road. The absence of lights made it impossible to make out the barge until at close quarters when the collision was unavoidable. My ship fouled the barge's anchor chain, tore her off the anchor and caused a dent in way of her midship section one foot above the water line. The ship sustained no damage. I have noted a Sea Protest and hold the pilot

and Port Authorities responsible for the collision. I propose to settle this accident at Genoa"

I would also ask you kindly to get in touch with the Port Authorities and induce them to settle this matter amicably, as it is absolutely evident that the pilot, is wholly responsible for the accident having not informed me of the congested waters

Your faithfully,
Marvin Klein
Master of the s/s "Oxus"

2/ Letter asking the Agent to arrange meeting with a lawyer in connection with the collision.

Rotterdam, 1st August,19...

Messrs. C.Franck & Trahlberg, Ship Agents
Kertenaerstraat 17,
Rotterdam, Holland.

Dear Sirs

On the 31st July, 19..., while we were unloading the cargo of Crude Oil at Oil-berth No. I the French ship "Boulogne" proceeding down the river took a sudden sheer to starboad abreast of our tanker and, in spite of both anchors being dropped at once, struck with her stern our starboard side in way of the poop deck causing material damage to our ship

In this connection I would kindly ask you to arrange my meeting with a lawyer in order to get his advice as to how the claim should be lodged in compliance with local by-laws and custom

Yours faithfully,
Bruno Schmidt
Master of the m/t "Montefiore"

3/ Letter asking the Agent to invite a Surveyor in connection with the accident.

Ancona, 22nd July, 19...

Messrs. Dominico Carmello & Co., Ship Agents,
27 Via Grande,
Ancona, Italy.

Dear Sirs,

To-day at 06.35 GMT a hurricane of force up to 12 suddenly tore my ship off from her stern moorings and the ship dragging her anchors struck with her stern the oil-pier at Falconara in spite of all measures taken to avoid the impact. As a result of this impact some damage was caused both to the pier and to the ship.

In connection with this accident I would kindly ask you to invite an official Surveyor to my ship, tomorrow at 11.00 a.m., to carry out an appropriate survey and estimate the extent and amount of the damage caused.

Under the circumstances I consider this accident as ensued from force majeure and I intend to note a Sea Protest to this effect.

Yours faithfully,
E.F.Goodman
Master of the m/t "Manitoba"

4/ Letter to a ship guilty of collision proposing her captain to settle the matter amicably.

Hamburg, 9th July, 19...

To the Master and/or Owners
of the m/v "Hercules,"
Port of Hamburg.

Dear Sir(s),

Further to my letter of the 7th inst. I beg to enclose herewith a copy of the Surveyor Report dated the 8th of July, 19..., in connection with the damage caused by your vessel to my ship.

From the above-mentioned Report you will see that the Surveyor, Mr.R.L.Swanson of this city, on thorough survey and careful consideration of all the circumstances, estimates the amount of damage at U.S.$2000.00.

I hope that you will consider our claim and the amount of damage estimated by the above-mentioned Surveyor as quite reasonable and justified, and I offer you to settle this matter amicably by paying the respective sum of U.S.$ 2000.00 to our Agents here, Master. G.Schwerensen & Co., Ltd.

I should be very glad to have your reply to this by return.

Yours faithfully,
Walter Drake
Master of the m/t "Orion"

5/ Letter proposing to refer the dispute to arbitration in London.

Hamburg, 11th July, 19...

To the Master and/or Owners
of the m/v "Hercules"
Port of Hamburg.

Dear Sir(s),

In reply to your letter of the 10th inst. from which we learn that you are not willing to admit our claim for damage at U.S.$ 2000.00 as estimated by the Official Surveyor, we think it expedient and prudent to refer our dispute to arbitration in London by the Maritime Arbitration Commission.

Enclosed please find two copies of Arbitration Agreement for Cases of Collision one of which we would ask you to sign and return.

Yours faithfully,
Walter Drake
Master of the m/t "Orion"

6/ Letter asking the Agent to send a doctor in connection with a casualty aboard the ship.

Singapore, 3rd August, 19...

Messrs. Ferguson & Co., Ship Agents,
27 North Road,
Singapore.

Dear Sirs,

To-day at 1.00 p.m. while loading the cargo of Rubber in the open roadstead, in consequence of negligence on the part of the guyman, Mr. Torny, a guy parted and caused injury to one of the stevedores working on deck at that moment.

The injured person, Mr.K. Siang, who had fracture of the thigh, was at once rendered medical assistance and is now kept in the ship's hospital.

Please send immediately a doctor to examine the patient and draw up an official statement of facts. I would also ask you kindly to come aboard personally in order to take part in the joint enquiry.

Yours faithfully,
J.L.Dyer
Master of the s/s "Dinard"

7/ Letter to the Agent protesting against intended investigations by the Port Authorities.

Rotterdam, 2nd August, 19...

Messrs.C.Franck & Trahlberg, Ship Agents,
Kertenaerstraat 17,
Rotterdam, Holland.

Dear Sirs,

As you know to-day at 11.00 a.m. the representatives of the

Port Authorities visited my ship for the purpose of making investigations in connection with the fire in the Engine-Room of my vessel which took place on the High Seas, at 50 miles from your port, and was extinguished by the ship's means.

Under Article 11 of the Geneva Convention (1958) in respect to High Seas and in accordance with international usage local port authorities are not entitled to make any investigations in cases similar to the above mentioned event.

Therefore, I have to declare a definite protest against the actions of your Port Authorities and by the present I ask you to take such legal steps as would efficiently protect the rights and interests of my ship and my Owners.

Yours faithfully,
J.Trevor
Master of the "Orianna"

8/ Letter to the Agent requesting the Harbour Master to detain the ship guilty of collision.

Marseilles, 23rd September, 19...

Messrs C. Matin & Co., Ship Agents.
21 Rue de Concorde,
Marseilles, France.

Dear Sirs,

I beg to confirm my to-day's radiogram as per copy enclosed. Further to my radiogram I wish you to make an official protest on my behalf and inform the Harbour Master that in consequence of the collision I hold the Master and Owners of the French s/s "Manech" responsible for the damage caused to my vessel.

In accordance with law I, therefore, request the Harbour Master of your port to detain that ship unless her Owners are willing to give the respective Bank's Letter of Guaranty in favour of the

Pacific Steam Navigation Co., Liverpool, for the amount sufficient to cover the damage caused and expenses incurred.

Yours faithfully,
M.J.Lowe
Master of the s/s "Windsor Castle"

9/ Letter to the Agent protesting against detention of the ship by the Port Authorities.

Antwerp, 17th October, 19...

Messrs. C. Murray & Co., Ltd., Ship Agents.
38 Rue Leopold.
Antwerp, Belgium.

Dear Sirs,

I would ask you kindly to inform the Harbour Master and all concerned that by the present I pósitively protest against detention of my ship in connection with the collision as my vessel is a state-owned ship and consequently has a privilege of immunity, being exempt from liens

Please take all the necessary measures to have my ship immediately released from detainment.

Yours faithfully,
D.L.Rose
Master of the s/s "Elinor"

10/ Letter to the Suez Canal Authority requesting to replace a pilot who proved to be unqualified

Great Bitter Lake, August 15th, 19...

To the Suez Canal Authority,
the port of Suez, United Arab Republic

Dear Sirs,

This is inform you that on the 14th Aug., 19..., at 6.00 a.m. your pilot, Mr.K.J. Johnson, boarded my vessel at the outer roadstead of the port of Suez. In compliance with his instructions we got under way at 8.40 a.m. on the same day to join the convoy.

During transit through the Canal the pilot, Mr.K.J. Johnson, behaved rather nervously, his commands were undetermined, irresolute and not given in due time; consequently, he could not keep the ship at a proper distance from other vessels in the convoy and provide that she should be in the right place of the fairway. As a result of his actions the ship was several times in a position very close to immediate danger.

Under these circumstances, being guided by Article 4 of the Rules of Navigation through the Suez Canal, I had to dismiss Mr.K.J. Johnson from his duties, to leave the convoy and to anchor in the Great Bitter Lake at 14.35 hours, in position about half a mile Southward off Buoy No. 10 immediately on anchoring I sent you an urgent radiogram requesting to send another pilot to replace Mr.K.J. Johnson.

As Mr.K.J.Johnson is evidently unable to secure safe navigation through the Canal for vessels of such a type as ours. I would kindly request you not to send him to my ship in the future.

At the same time I have to hold the Suez Canal Authority responsible for the delay caused by the loss of time in waiting for the replacement of the pilot.

Yours faithfully,
V.Arthur
Master of the t/s "London"

Encl. 1 copy.

11/ A copy of the radiogram to the Suez Canal Authority

SUQ SUEZ URGENT
T/S LONDON PILOT JOHNSON BY HIS ACTIONS COULD

NOT SECURE SAFE NAVIGATION MY SHIP STOP ANCHORED GREAT BITTER LAKE HALF MILE OFF BUOY 10 STOP PLEASE SEND QUALIFIED PILOT TO REPLACE JOHNSON STOP FULL PARTICULARS BY MAIL = MASTER =

12/ Salvage Contract of the Maritime Arbitration Commission of the U.K.

MARITIME
ARBITRATION COMMISSION
at
The Chamber of Commerce in London

SALVAGE CONTRACT

Liverpool, 26th April, 19...

It is hereby agreed between *Mr. Enrico Galli, the Captain of the vessel "Malta," registered at the port of Genoa, Italy, owned by the Italian Steamship Line, Rome, Italy,* hereinafter, called "the Captain" and the Salvor *the British icebreaker "Grandix" registered at the port of Liverpool, England,* in the person of *Mr. M.James Master of the said icebreaker,* hereinafter called "the Salvor" on the following:

1/ The Salvor undertaker to perform salvage operations to salve the above-named vessel, her cargo and any other property on board and to take the vessel into *the port of Liverpool, England,* or any other place to be agreed upon later with the Captain.

2/ For the purpose of the performance of the salvage operations, the Salvor may make reasonable use, free of cost, of the gear, chains, anchors and other appurtenances of the vessel being salved.

3/ For the performance of the operations , provided for in Clause I of this Contract, the Salvor, in case useful results are attained, shall receive remuneration to the amount of *50.000 pounds* sterling or to the amount to be fixed by the Maritime Arbitration

Commission at the U.K. Chamber of Commerce in London if the parties fail to agree on amount of remuneration.

If a certain amount of salvage remuneration is provided for by the parties in the Contract, this amount may, nevertheless, be disputed before the Maritime Arbitration Commission by either party as well as by any other person interested. Any other disputes arising between the parties of this Contract shall also be settled by the Maritime Arbitration Commission.

4/ Should the Salvor desire to secure his claim under this Contract, he shall, immediately after the termination of the salvage operations, notify the Maritime Arbitration Commission of same and state the amount which he requires as security.

The amount and form of the security for the Salvor's claim shall be determined by the president of the Maritime Arbitration Commission.

5/ When submitting a dispute out of this contract to the Maritime Arbitration Commission, each party must, within 30 days after termination of the salvage operations, communicate to the President of the Maritime Arbitration Commission the name of the arbitrator chosen from among the members of the Maritime Arbitration Commission. If one of the parties fails to nominate an arbitrator within the above time limit, the President of the Maritime Arbitration Commission shall, at the request of the other party, appoint an arbitrator at his own discretion.

The parties may, by mutual consent, leave the choice of arbitrators to the Maritime Arbitration Commission. In this case, the President of the Maritime Arbitration Commission may, at his own discretion, entrust the settlement of the dispute to a sole arbitrator, appointed from among the members of the Maritime Arbitration Commission.

6/ The arbitration procedure is governed by the Rules of

Procedure of the Maritime Arbitration Commission approved by the Presidium of the U.K Chamber of Commerce.

7/ Upon the Salvor's motion the Maritime Arbitration Commission may, before making the Award on the dispute as a whole, order that the Salvor be paid his expenses actually incurred in connection with the salvage out of the amount provided as security.

8/ The Captain enters into this contract as the representative of the ship-owners and the cargo-owners, and binds each (and not one for the other or the Captain personally) to the due performance thereof.

Enrico Galli
Master of the s.s. "Malta"

M.James
Master of the Icebreaker "Grandix"

13/ Statement of completion of salvage operations.

STATEMENT OF SALVAGE OPERATIONS TO THE DISTRESSED SHIP.

1/ The salved vessel: The s.s. *"Malta," sailing under the Italian Flag; Owners: The Italian Steamship Co., Ltd. Rome, Italy; GRT - 4500 tons.*

2/ The vessel performing salvage operations: *The icebreaker "Grandix" the m.v. "Northern Cross" and the lighter "Slider" all sailing under the U.K. Flag and registered at the port of Liverpool.*

3/ Position of the ship in distress: *Thames Estuary, lat. 16o35'8" N, long. 31 độ 38'04"E.*

4/ Time of the occurence of the accident as per Log Book of the distressed ship: *At 20.30 HRS local time on the 25th of April, 19...*

5/ Time of Salvor's arrival: *26th of April, 19...at 08.00 HRS local time.*

6/ The nature of distress: *stranding.*

7/ Time of declaration by the distressed ship of their willingness to be rendered assistance: *26th of April, 19..., at 08.30 HRS local time.*

8/ State of the distressed ship at the beginning of the salvage operations: *Ship loaded with cargo of wheat ran aground two metres deep, not damaged.*

9/ Main elements of the distressed vessel:

Displacement - 4800 tons. *Breadth - 11.48 metres.*

Moulded depth - 5 metres. *Number of main engines-one.*

Length - 79.36 metres. *Kind of fuel used-fuel oil.*

10/ Brief enumeration of the assistance rendered by the salvor ship:

1/ Discharging part of the cargo, about 350 tons (weight fixed by draft), into the lighter;

2/ Washing out a channel at the bow of the s.s. "Malta" for a distance of some 65-70 metres;

3/ Washing out the port side from 15'00" to 22'06", and starboard side from 15' to 20'10".

4/ Towing, loosening, conducting to clear water;

5/ Re-loading of wheat from the lighter into the ship.

11/ State of the rescued ship after the salvage operations have been completed: *The ship is afloat, has no damage, no leakage.*

12/ Time of completion of salvage operations: *29th April, 19.., 17.30 HRS local time.*

This statement was mutually agreed upon, approved and signed in the port of *Liverpool on the 29th of April, 19...,* by the undersigned parties:

M.James — Master of the icebreaker "Grandix"

Enrico Galli — Master of the s.s. "Malta"

14/ Letter to the master of the s/s "Malta" enclosing Statement of Salvage Operations.

Liverpool, 30th April, 19...

To the Master of the s/s "Malta,"

Dear Sir,

Enclosed please find two copies of the Statement of Salvage operations, one of which I would kindly ask you to sign and return at your earliest convenience.

Yours faithfully,
M.James
Master of the icebreaker "Grandix"

Enclosures: 2 copies.

Chú giải từ vựng

characters - *chữ*
to ride at anchor - *neo lại, đậu lại*
to prescribe - *quy định, ra lệnh*
to make out - *nhận ra, nhìn thấy*
at close quarters - *theo hướng ngắn nhất*
to foul the anchor chain - *làm rối xích neo*
to tear (tore, torn) off - *giật phăng ra, giật mạnh*
dent - *vết mẻ*
midship section - *mặt cắt ngang giữa tàu*
to sustain damage - *chịu hư hại*
to get in touch with - *liên lạc với*
to induce - *thuyết phục*
congested waters - *những vùng đông tàu bè qua lại*
to take a sheer - *đưa mũi (đuôi) tàu vào*

abreast - *sóng hàng*
poop deck - *boong thượng tầng đuôi*
to get advice - *tìm sự cố vấn, tìm sự tham vấn*
as to how - *về việc làm thế nào*
by-laws - *nghị định*
stern moorings - *dây buộc đuôi*
to drag - *kéo neo lôi đi*
to carry out a survey - *thực hiện việc giám định*
consideration - *sự xem xét*
to justify - *chứng minh là đúng*
amicably - *một cách thân thiện*
by return (of post) - *qua chuyến thư về*
to be willing - *sẵn lòng*
expedient - *có lợi, thiết thực*
to part - *tách ra*
injury - *sự bị thương*
to injure - *gây bị thương*
fracture of the thigh - *gãy xương đùi*
to render medical assistance - *trợ giúp về y tế*
joint enquiry - *sự thẩm tra đối tịch*
purpose - *mục đích*
investigation - *sự điều tra*
High Seas - *vùng biển khơi*
usage - *thói quen, tập quán*
international usage - *tập quán quốc tế*
similar - *tương tự*
definite/possitive protest - *kháng cáo xác định*
efficiently - *một cách có hiệu quả*
guilty - *có tội, phạm tội*

to make a protest - *gửi kháng cáo*

Bank's Letter of Guaranty - *giấy bảo đảm của ngân hàng*

in favour of - *cho người thụ hưởng là, có giá trị thanh toán cho*

detention - *sự lưu giữ tàu*

to detain - *lưu giữ tàu*

detainment - *sự cầm giữ*

state-owned - *do nhà nước quản lý*

immunity - *quyền miễn trừ*

to be exempt - *được miễn*

to release - *phóng thích, giải phóng*

to replace - *thay thế*

to prove - *chứng tỏ, chứng minh*

to get under way - *đang chạy*

to join - *gia nhập*

convoy - *đoàn tàu hộ tống*

transit - *sự quá cảnh*

to behave - *vận hành*

undetermined - *không rõ, không xác định được*

irresolute - *do dự, lưỡng lự*

to be guided - *được hướng dẫn*

to dismiss - *thải hồi, sa thải*

UQ - *Trạm thông tin kênh đào Suez*

particulars - *các chi tiết*

mail - *thư từ*

salvage contract - *hợp đồng cứu nạn*

to salve - *cứu nạn*

salvage - *sự cứu nạn (tàu)*

salvor - *người cứu nạn, tàu cứu nạn*

to undertake - *cam kết*

to make use of - *sử dụng*
free of cost - *miễn trả tiền*
gear - *trang thiết bị (tàu)*
appurtenances - *tuy nhiên*
to settle - *dàn xếp, giải quyết*
to secure - *bảo đảm*
security - *sự bảo đảm*
termination - *sự kết thúc*
arbitration procedure - *thủ tục trọng tài*
the procedure is governed by - *thủ tục bị chi phối bởi*
rules of procedure - *các qui tắc về thủ tục*
upon the salvor's motion - *ngay lúc tàu cứu nạn dịch chuyển*
to make the award - *phán quyết*
to bind - *ràng buộc*
stranding - *sự mắc cạn*
to run aground - *mắc cạn*
to get stranded - *mắc cạn*
displacement - *lượng rẽ nước toàn phần*
length - *chiều dài (tàu)*
moulded depth - *chiều sâu định hình*
breadth - *chiều rộng (tàu)*
fuel oil - *dầu đốt*
brief - *vắn tắt*
enumeration - *bảng liệt kê*
to wash out - *rửa sạch*
to loosen - *làm lỏng, làm long ra*
to conduct - *hướng dẫn điều khiển*
to rescue - *cứu, giải thoát*
to go to law - *đưa ra toà xử (thưa kiện)*

to bring an action against - *kiện, vô đơn khởi tố một vụ kiện*
Ship's dimensions - *các kích thước tàu*
the ship is on fire - *tàu bị cháy*
both holds were enveloped in flames - *cả hai hầm tàu bị ngập lửa*
the fire broke out - *cơn cháy bộc phát*
Hold No. 1 is on fire - *hầm số 1 bị cháy*
the fire is gaining rapidly - *cơn cháy đang lan nhanh ra*
the fire spread over to forecastle - *lửa lan đến thượng tầng mũi*
the ship is disabled - *tàu không có khả năng điều khiển được*
the engines are damaged - *các động cơ bị hư hại*

Bài tập

I/ Answer the following questions:

1/ To whom did the captain of the s/s "Oxus" send his telegram?
2/ Through whom did he send it?
3/ In what language was that telegram written and what characters did the captain use?
4/ At what time and to what berth was his ship shifting?
5/ Was there a pilot aboard at that time?
6/ Why did the ship run against a barge ?
7/ Did the barge carry any lights ?
8/ What lights was she to have carried ?
9/ What damage did the ship cause to the barge ?
10/ Whom did the captain hold responsible for this accident and why ?
11/ Under what circumstances did the collision between the m/t "Montefiore" and the French ship take place ?

12/ What advice does the British captain want to get from a lawyer according to his letter to the Agent ?

13/ How did it happen that the m/t " Manitoba "struck with her stern the oil pier at Falconara ?

14/ Why did the captian want to invite an official Surveyor ?

15/ At what amount did the Surveyor estimate the damage caused to the m/t " Orion "

16/ In what way did her captian offer to the master of the m/v "Hercules" to settle the matter ?

17/ Did the owners of the m/v "Hercules " agree to pay this sum of U.S $2000.00 ?

18/ What this the Master of the British tanker propose in his reply of the 11th July , 19...?

19/ What casually happened aboard the s/s "Dinard" and who was guilty of it ?

20/ Why did her captian invite a doctor from ashore ?

21/ For what purpose did the port authorities visit the s/s "Orianna"?

22/ What did the captian have to do in this case ?

23/ What this the captian of the s/s " Windsor Castle "request the Harbour Master to do ?

24/ Against what actions of the port authorities did the captian of the s/s "Elinor" protest ?

25/ What privilege had his vessel as a state-owned ship?

26/ When did the t/s "London" get under way to join the convoy?

27/ What facts prove that Mr.Johnson was not a qualified pilot?

28/ What did the captain decide to do under these circumstances?

29/ What did he ask of the Suez Canal Authority in his radiogram?

30/ Did he give full particulars of this incident in the radiogram?

31/ Whom does the captain hold responsible for the delay?

32/ Between what two parties was the Salvage Contract (see No.12) concluded?

33/ What did the Salvor undertake in accordance with this contract?

34/ Was the Salvor to pay any money for making use of the distressed ship's gear?

35/ In what case would the salved vessel pay remuneration to the Salvor?

36/ Who is to decide disputes arising between the parties of this contract?

37/ By whom is the amount of security to be determined?

38/ By what regulations is the arbitration procedure governed?

39/ Who may order to pay the Salvor his actual expenses out of the amount of security?

40/ When and where did the accident with the s/s "Malta" occur?

41/ What happened to the ship?

42/ How deep did the ship run aground?

43/ With what cargo was the ship loaded?

44/ What assistance was the ship rendered?

45/ For how long a distance did the icebreaker wash out the channel at the ship's bow?

46/ What was the state of the rescued ship after the salvage operations had been completed?

47/ How long did it take to rescue the ship?

48/ By whom was the statement approved and signed?

49/ To whom did the captain of the icebreaker send two copies of the statement and what did he ask to do with one of the two copies?

II/ Fill in the blanks with the required prepositions where necessary:

1/ ...the purpose...rescuing your ship we must have free use...your gear, winches and hawsers.

2/ We require the remuneration...salvage operations...the amount... £200-/-...day.

3/ Our dispute is to be settled...the Maritime Arbitration Commission.

4/ ...30 days...termination...the salvage operations you must nominate an arbitrator...the members of the Arbitration Commission.

5/ The President of the Commission may appoint an Arbitrator...his own discretion.

6/ ...your motion the Arbitration Commission may appoint another Arbitrator.

7/ You must sign the statement...completion...salvage operations.

8/ We rendered the necessary assistance...the distressed ship.

9/ Our ship is registered...the port of Southampton.

10/ ...the beginning...salvage operations the distressed ship was in a perilous state.

11/ We had wash...the channel...the bow of the rescued ship.

12/ This statement was agreed...by both parties concerned.

Bài mười tám

BÀI HỌC

ROUTINE SHIP'S CORRESPONDENCE
THƯ TÍN HÀNG HẢI THÔNG DỤNG

ORDERS FOR REPAIRS TO MACHINERY AND HULL, INQUIRIES, SUNDRY LETTERS.

ĐƠN ĐẶT SỬA CHỮA TÀU VÀ VỎ TÀU, THƯ DÒ HỎI, CÁC LOẠI THƯ KHÁC

1/ Letter inquiring if repairs to the ship's engine can be effected

Sydney, August 12, 19...

Messrs, J.K. Norfolk & Sons, Ship Agents,
117 Brisbane Street,
Melbourne, Australia.

Dear Sirs,

In compliance with our schedule of sailing we expect to arrive at your port by the end of this month and to stay there for a week's time.

We should like to approach you with a request. We want to have some repairs made to our machinery. In this connection we wish you to contact a local repairing plant or shipyard and to let us know whether they can execute the following repairs:

1/ Main bearings, crankpin bearings and crosshead bearings (12 sets altogether) of our main diesel-engine (B.& W. type) to be rebabbitted, bored to correct size and fitted.

2/ 100 piston rings of perlite iron to be cast and machined to outside diameter of 860 mm, inside diameter 820 mm, 12 mm thick.

3/ 10 atomizers for the main engine injection valves to be made as per drawing No.4 herein enclosed.

4/ A copper pipe O.D.70mm, I.D.60mm, 4 metres in length, with two flanges of 250mm outside diameter, to be supplied and fitted into position.

5/ A sheet iron patch, 300 x 100 x 5mm in size to be welded on the boiler furnace.

6/ Crankpins and journals of the crankshaft to be inspected and, if necessary, set in order.

7/ A set of cutting tools for the ship's lathe to be made and supplied.

We shall be glad to hear from you at your earliest convenience. Please address your message to Sydney, care of our Agents here, Messrs. W.A.Roulson & Co., 57 Edison Avenue.

Yours faithfully,
J.J. Smith
Master of the m/v "Banji"

2/ Letter confirming preliminary negotiations about repairs and asking to quote prices.

Plymouth, 27th Oct. 19...

Messrs. N.C. Warwich & Co., Shipbuilders and Repairers,
31 Upper Fleet Street,
Plymouth, England.

Dear Sirs,

We confirm our to-day's conversation with your representative, Mr. W.G.Hollace, regarding the following repairs to be done to our ship:

1/ 15 economizer tubes, 40mm in outside diameter and 3800mm in length, to be removed and replaced. Tubes to be supplied by your Company.

2/ Two sections of steam superheater (tubes 4800mm in outside diameter, heat-resisting steel) to be examined, hydranlically tested and, if necessary, replaced.

3/ 12 safety valve stems, 380mm in length, 32mm in outside diameter, to be made of chrome nickel steel and machined to model.

4/ 12 steel springs for safety valves with the length of a single coil of 110mm and total vertical height of 300mm for a 10 ton load to be made as per drawing and fitted into position.

5/ 1 boiler furnace for temperatures of up to 1800 deg. C. to be lined up with fire bricks and coated with plastic chrome ore refractory.

6/ 400 figure-shaped refractory bricks for boiler furnace to be made to model and supplied to the ship.

7/ Four supporting beams for superheaters to be are welded (the beams are of heat-resisting steel).

8/ Two boiler foundation frames to be re-riveted.

9/ Double safety valve for boiler to be made as per drawing Diameter of bore for each valve 65mm. Valves to be ground in and tested in assembly for working pressure of 45 atmospheres.

10/ Fifteen safety valves of stainless steel to be made to model.

11/ 4 gears and 4 pinions for the maximum speed regulator to be cast and machined to model.

12/ One worm wheel drive for feed water pump reduction gear to be cast and machined as per drawing.

13/ One cylinder of the servo-motor for the condensate level regulator to be welded and tested.

14/ Fifteen spare ball-bearings, No.2732 as per your catalogue, to be supplied to the vessel.

To conclude the negotiations we would request you to quote

us your prices for all the above items and inform us within how many days you will be able to complete the work.

Your faithfully,
J.Thompson
Master of the m/v "Primavera"

3/ Letter asking for repairs to turbine and generator.

Hull, 20th Nov., 19...

Messrs. I.V. Parsons & Bros. Shiprepairers,
P.O.Box 297,
Hull, England.

Dear Sirs,

Please inform us whether you can undertake to carry out the following repairs to our turbo-generator:

1/ Turbine casing to be opened up and the Cutis wheel to be removed and replaced. Turbine rotor to be overhauled, balanced and made workable.

2/ Reduction gear casing to be opened up, gearing to be examined for broken teeth. Intact teeth to be inspected and tested for the absence of tracks and fissures. (Note: Experts to be invited and consulted whether the reduction gear can be safely run).

3/ 12 roller-bearings (item No.3992 in your catalogue) to be supplied and fitted into position.

4/ The generator insulation resistance to be tested and brought up to nominal value.

Your prompt answer will be greatly appreciated. In positive case will you be so kind as to send at once your representative aboard our vessel to make necessary arrangements?

Yours faithfully,
D.Adair
Master of the t/s "Freemont"

4/ Letter asking for repairs to the ship's hull and deck.

Oslo, 3rd August 19...

Messrs. Oscar Henning & Co., Dry Dock Owners & Shiprepairers,
c/o Messrs. J.U. Ausen & Co., Ship Agents.
Fridtjof Nansenplass 10,
Olso, Norway.

Dear Sirs,

Kindly inform us if you can execute the following urgent repairs to our ship's hull and deck:

1/ A fissure in way of sheer strake belt, between frames 85-86, for a length about 1.7 metres, to be are welded.

2/ A dent in way of bilge strake, between frames 120-126 to be faired.

3/ Several sheets of outward plating, 12mm thick, for a total area of 5-6 sq. metres, on the starboard bow above waterline, to be cut out and replaced.

4/ A sheet of iron 4-5 mm thick to be welded over in the distorted portion of deck in way of Hold No. 4, near the hatch coamings.

5/ Fireline piping damaged during the storm to be replaced for a length of about 20 metres, in way of Hold No. 1, starboard side.

6/ Longitudinal beams welded to deck to secure deck cargo to be cut off. The deck to be faired and painted, after removing the beams.

7/ The roller of the roller fairlead on the after deck to be straightened up.

It is of course, understood that all the work done under items 1,2,3,4 & 5 is to be examined and passed by a Lloyd's Registry Surveyor.

I shall very much appreciate your prompt reply.

Yours faithfully,
D.Gavin
Master of the m/v "Lena"

5/ Letter asking to send a specialist for repairs to cargo derrick

Rotterdam, 28th July, 19...

Messrs. Van Der Hilfen & Co., Ship Agents,
Postbox 344,
Rotterdam, Holland.

Dear Sirs,

I would kindly request you to send a specialist aboard my vessel for repairing the cargo derrick at Hold No.3.

The distorted heel block of this derrick is to be faired, tested and made workable.

Yours faithfully,
M.Peabody
Master of the m/v "Franconia"

6/ Letter asking for a diver and a tugboat to look for a lost anchor.

Hull, 27th January, 19...

Messrs. Mac Andrews & Co., Ltd., Ship Agents,
24 Minor Street,
Hull, England

Dear Sirs,

Please send a diver to examine the rudder, screw and underwater part of my ship's hull, as well as to cleam the seavalves.

At the same time I would like you to make arrangements with

the tug owners to send a tugboat to look for, and recover, our starboard anchor with about three shackles of chain which we lost on the 25th inst. close to the Northern breakwater in position about 32o17' N.67o15' E.

I shall be very grateful to you for your prompt action in this matter.

Yours faithfully,
James Gillbert
Master of the m/v "Windsor Castle"

Chú giải từ vựng

schedule - *lịch trình*
to approach with a request - *đặt vấn đề với quí ông bằng một yêu cầu*
to contact - *liên hệ*
to execute repairs = to effect repairs - *thực hiện các công việc sửa chữa*
main bearing - *ổ trục chính*
crankpin bearing - *ổ có chốt tay quay*
crosshead - *chạc chữ thập, con trượt (chữ thập)*
set - *bộ*
B.& W. type = Burmeister & Wein type - *kiểu B&W*
to rebabbitt - *lót bạc lại (để chống mòn)*
to bore - *khoét lỗ*
to fit - *lắp*
to cast - *nấu chảy, đúc*
to machine - *làm bằng máy*
thick - *dày*
atomizer - *máy phun mù, máy tạo mù*
injection valve - *van phun (nhiên liệu)*

drawing - *bản vẽ*

O.D.=outside diameter- *đường kính phần ngoài*

I.D. = inside diameter - *đường kính phần trong*

into position - *vào vị trí*

sheet iron - *sắt tấm*

patch - *miếng*

to weld - *hàn*

crankshaft - *trục khuỷu, tay quay*

to set in order - *bố trí theo thứ tự*

cutting tools - *dụng cụ cắt*

lathe - *máy tiện*

message - *thông điệp, mẩu nhắn tin*

to remove - *gỡ bỏ*

to replace - *thay thế*

steam superheater - *nồi quá hơi nhiệt*

hydraulic - *thủy lực*

stem - *tấm sống mũi, mũi (tàu)*

safety valve - *van an toàn*

coil - *ống xoắn, ống dây*

boiler furnace - *lò nung nồi hơi*

to line up - *sắp thành hàng*

fire bricks - *gạch chịu lửa*

to coat - *bọc*

refractory - *làm lạnh*

shape - *hình dạng*

to support - *chống, đỡ*

heat-resisting - *chịu nhiệt, chịu nóng*

frame - *sườn, khung*

to re-rivet - *tán đầu (đinh tán) lại*

to grind (ground, ground) - *mài*

in assembly - *thành tổ hợp, thành tập hợp*

stainless steel - *thép không gỉ*

gear - *bánh răng*

pinion - *bánh răng, trục răng*

worm wheel drive - *sự dẫn động bánh vít*

reduction gear - *bánh răng giảm áp*

level - *mức*

to conclude - *kết luận, kết thúc*

negotiations - *các thương thảo*

casing - *vỏ, bao*

to balance - *cân bằng*

to open up - *mở, cởi tháo*

gearing - *sự truyền động của bánh răng*

tooth, teeth - *răng*

intact - *hoàn hảo, không hư hại*

crack - *vết nứt*

to run - *vận hành*

roller-bearing - *ổ đỡ có con lăn*

resistance - *điện trở*

prompt - *ngay, ngay, lập tức*

sheer strake - *mép mạn*

belt - *dải, đai*

bilge strake - *đường ván hông tàu*

to fair - *sửa chữa tốt*

plating - *sự bọc sắt, lớp mạ*

bow - *mũi tàu*

distorted - *méo, biến dạng*

hatch coaming - *gờ cửa hầm hàng*

piping	-	*sự đặt đường ống*
to paint	-	*sơn*
fairlead	-	*sôma, vật dẫn hướng*
to straighten up	-	*nắn thẳng*
cargo derrick	-	*cẩu bốc dỡ hàng (của tàu)*
heel-block	-	*ròng rọc nghiên*
recover	-	*phục hồi*
sea-valve	-	*van thông biển*
to pick up	-	*nhận hàng (tàu)*
shackle of chain	-	*móc của dây xích*

Chú giải cấu trúc và ngữ pháp

1/ Cấu trúc: Verb + Object + **to** + infinitive

We wish you **to** contact a local (ship) repairing plant	- Chúng tôi mong quý ông liên hệ với nhà máy sửa chữa (tàu) ở địa phương.
They expect the Harbour Master **to** give them permission	- Họ hy vọng người phụ trách cảng cho phép họ.

Cấu trúc ở dạng bị động (passive voice) :

We want these boxes **to be stowed** in the tweendeck	- chúng tôi muốn các hộp này được xếp trong tầng quầy.

2/ Mẫu câu "have something done" để nói rằng chúng ta sắp xếp cho một ai khác làm chuyện gì cho chúng ta.

We want **to have repairs made** to our main engine	- Chúng tôi muốn quý ông sửa chữa động cơ chính của tàu chúng tôi.

We want **to have main bearings rebabbitted** - Chúng tôi muốn quý ông lót bạc lại cho các ổ trục.

3/ **Main bearings to be rebabbitted, bored to correct size and fitted = main bearings are to be rebabbitted, bored to correct size and fitted** - các ổ trục sẽ được lót bạc lại, được khoét lỗ với kích thước chính xác và được lắp đặt. (Xem bài một, chú giải cấu trúc và ngữ pháp,2)

4/ at your earliest convenience - vào lúc thuận tiện nhất của quý ông.

5/ to quote your price - nêu giá của quý ông.

6/ Examined and passed by Lloyd's Registry Surveyor - do nhà giám định của cơ quan đăng kiểm Lloyd giám định và chấp thuận đạt tiêu chuẩn.

Bài tập

I/ Answer the following questions:

1/ When should the m/v "Banji" arrive at Melbourne in accordance with her schedule of sailing?

2/ What does her captain want the Agent to do?

3/ How should the main bearings be repaired?

4/ What should be the outside diameter of piston rings, and how many millimetres thick should they be?

5/ Of what length should a copper pipe be fitted?

6/ What should be done to crankpins and journals?

7/ What does the Master of the m/v "Primavera" confirm in his letter?

8/ How many sections of the steam superheater are to be replaced?

9/ What should be done with them before they are replaced?

10/ How should the worm wheel drive be machined?

11/ What does the captain want to know before he places an order with that Company?

12/ What does the Master of the t/s "Freemont" ask his letter?

13/ In what case should Messrs. J.V.Parsons & Bros. send their representative aboard that vessel?

14/ What happened to the fireline piping of that ship and what should the repairers do with it?

15/ On what conditions should the work under items 1-5 be done?

16/ Whom are Messrs. Van der Hilfen & Co. asked to send aboard the m/v "Franconia"?

17/ What should be done to the heal block of the cargo derrick?

18/ What is the diver to do aboard the m/v "Windsor Castle"?

19/ What arrangements does the captain want his Agents to make with the tug owners?

20/ Where did the ship lose her anchor?

21/ What words indicate that the Agents should act without delay in this matter?

II/ Fill in the blanks with the required prepositions where necessary:

1/ Please quote us your prices...all the items...our letter.

2/ Can your boat carry...20 persons?

3/ Can you carry...the following repairs?

4/ This pinion must be tested...the absence...cracks.

5/ The spare ball-bearings must be fitted...position.

6/ Can they execute repairs...our ship's hull?

7/ Please make arrangement... the owners... a dry dock.

8/ Please make arrangement... the supplying our vessel..... new pipes

9/ The vessel anchored...position about 35o 15'N, 51o 30'E.

10/ They fitted a new pipe... the outlet of the pump

III/ Translate into Vietnamese

a) 1- Valve stem
2- Main injection valve
3- Injection valve stem
4- Diesel engine injection valve stem
5- Insulation resistance
6- Transformer insulation resistance
7- A 200 ohm insulation resistance
8- A 300 ohm transformer insulation resistance
9- A 700 kw alternating current generator
10/ A 2000 hp main diesel engine crankshaft journal

b) 1- We want you to weld the crack
2- We want your shop to complete repairs by Monday
3- They expected us to arrive here at 5 p.m
4/ The Agent wanted our captain to sign the bill
5- The watch officer ordered the boats to be painted
6- I want to have this letter posted to-day
7- We want the main engine to be examined
8- They wanted to have the furnace lined up with fire bricks
9- The Chief Engineer wants to have the main turbine overhauled
10- He wants to have the casing opened up too

Bài mười chín

BÀI HỌC

AGENCY AGREEMENT

HỢP ĐỒNG ĐẠI LÝ

It is mutually agreed between The Pacific Steam Navigation Co. acting in its own name and also on behalf: the Intenational Shipping Ltd, London

Hereinafter "Owners" and Messrs. C.N Matin & C-ie, hereinafter calld "Agent", that the former appoints the latter as its Generas Agents at the ports of France, and the Agent accepts this appointment on the following terms and conditions:

1

The Agent shall attend to the vessels owned and/or chartered by the owners, hereinaffer called "Owners" vessels whenever the relevant contract of affreightment allows the Owners to appoint their own agent

2

The Agent is to make every effort to protect and promote the Owners' interests and in particular the Agent shall

a) Take all possible measures to handle Owners' ships with maximum dispatch, to shorten time of vessel's stay in port and make in due time the necessary cargo documents

b) Hire stevedores on Owners' instructions when loading/unloading of a vessel is at Owner's account

c) Quote rates of freight passenger fares according to the Owners' current liner tariff of according to the Owners' instructions

d) Canvass cargoes and passenger fares according to the Owners' instructions

d) At Owners' special request collect freight and other payments due to the Owners' and promptly remit such sums to the Owners'. These services are to be rendered by the Agent free of charge

f) Perform clearance of and attend to the Owners' vessels in all respects

g) Settle ship's disbursements for the Owners' account

h) Take measures in the interests of the Owners' to settle all claims arising between the vessel and other organizations, Issue of guaratees is to be agreed upon with Owners'.

i) Compile time sheets which are to be provided with signatures of the representatives of the shippers or receivers

k) In accordance with the Owners' instructions given separately in each particular case or in accordance with the Master's request to render for the Owners' account the following services to the vessel: supply bunkers,provisions and stores and arrange medical attendance for the ship's crew; to provide for tallymen and winchmen; to arrange for ship repair , overtime work of stevedores and work on Sundays and Holidays , Before rendering such services the Agent is obliged to inform the Owners' representative or the Master of the ship about the cost of the services;

l/ Assist the Master during delivery of the vessel to the time-charter of her redelivery from the time-charter

m/ Make every effort arrange receiving/ delivery of cargo alongside the vessel;

n/ At Owners' request to exercise a lien upon the cargo for payments to the Owners'

o/ Arrange and/or settle other matters (pertaining to servicing of vessels) the Agent has been entrusted with by the Owners'

p/ The Agent is authorized to appoint with the Owners' previous approval his Sub-Agents at the prost which are not served by himself but which are covered by this agreement

3

The remuneration of Sub-Agents appointed by the Agent should be most favourable. Any rebates allowed by the Sub-Agents to the Owners' shall be passed on by the Agent to the Owners' without any deduction in favour of the Agent

4

The Agent's remuneration is fixed as the Annex to this Agreement

The remuneration of a Sub-Agent is included in the remuneration of the Agent

5

The Agent is obliged to provide the Owners with all official tariffs, regulations, etc in force, pertaining to the services rendered to vessels at the ports covered by this Agreement, as well as with all amendments thereto

6

The Owners have the right to conclude agreements directly with stevedores, ship chandlers, pilots, tally, tug-and other contractors and to turn over these agreements to the Agent for execution

7

The Agent has to dispatch to the Owners ship's disbursement accounts with supporting vouchers within thirty days of ship's sailing, All the supporting vouchers should be approved by the Master and accepted by the Owners' representative at the Trade

Delegation of the U.K in France. The Owners shall pay the disbursement account produced by the Agent within 30 days after receipt of the account, Any payments between the Owners and the Agent to be effected in accordance with the terms and conditions of the payment agreement existing between the U.K and the country of the Agent, if any.

Postal and talegraphic expenses will be refunded to the Agent by the Owners as far as they concern direct corresspondence with the Owners regarding loading, unloading, stay, arrival or sailing of vessel and also concerning cargo loaded of unloaded by the vessel.

The Owners will also reimburse the Agent for telegraphic and postal expenses connected with the Agent's replies to inquiries of the Owners

All the Owners' claims will be settled by deducting the respective amount from the subsequent accounts of the Agent and in the absence of such accounts claims will be settled by the way of remitting directly to the Owners the amount collected in excess by the Agent

8

The Agency Fee may be increased only on written mutual agreement of the two parties hereto

9

The Owners will be at liberty to place their employee in the Agent's office. This employee will be paid by the Owners. The Agent will provide him free of charge will proper office accommodation and facilities for his work and will introduce him into all branches of work stipulated by this Agreement.

10

The Agent is fully accountable to the Owners for improper or inefficient execution of this Agreement as well as non-compliance with any clause in this Agreement and shall refund to the Owners

all damages and losses resulting from any act or omission of the Agent, his Sub-Agents or contractos, contrary to this Agreement.

11

Forwarding services (viz. transportation of goods to the port, concentration of goods in the port before commencement of loading, collecting of information from Sellers regarding preparation of goods sold, storage of cargoes in the ports, etc.) are to be rendered only on separate order of the Owners

12

Any dispute between owners and Agent arising in the course of fulfilling this Agreement to be referred for settlement to the Maritime Arbitration Commisssion of the Chamber of Commerce of the U.K in accordance with the rules of this Commission

13

This Agreement is made for an indefinite period of time and be cancelled subject to a two munth written notice thereof. This Agreement comes into force on the 1st of January, 19...

14

Upon signing this Agreement all previous agreements concerning the Agency in France become null and void. Any alterations of this Contract mutually agreed upon are valid only if such alterations are made in writing and signed by persons duly authorized by the Contracting Parties.

15

All charges, dues and taxes connected with the conclusion of this Agreement to be borne by the Agent

16

The legal addresses of the Parties are:

1/ *The Owners- The pacific Steam Navigation Co, Wheel wright House, 157 Regent Road, Liverpool L159YF, England*

2/ *The Agents- Messrs. C.N Matin & C-ie, Ship Agents, 17 Rue de Concorde, Paris, France.*

The Owners	The Agent
For and on behalf of	*For and on behalf of*
The Pacific Steam Navigation Co,	*C.N Matin & C-ie, Ship Agents*
Liverpool, England.	*Paris, France*
(signature)	(signature)
President	*Acting Manager*

Date : Paris, 20th December, 19...

ANNEX

To the Agency Agreement concluded between *The pacific Steam Navigation Co, Liverpool, England* and *Messrs. C.N Matin &C-ie, Ship Agents, Paris, France.*

I.AGENCY FEE

1/ For the services rendered to the Owners the Agent is granted the following Agency Fee :

as per" Tariff of Minimum Agency Fees " in force

2/ On all ships owned or chartered by the Owners the Agent shall grant to the Owners the rebate of 15% from Agency Fee shown above (1)

3/ In case the Agents be. entrusted by the International Shipping Ltd to render agency services to vessels chartered by the International Shipping Ltd on voyage charter Party terms, the Agent shall credit to the International Shipping Ltd a bonus of 15% from Agency Fee shown above (1)

II/ COMMISSION FOR BOOKING CARGOES AND PASSENGERS

If on the order of the Owners the Agent manages to book

cargoes and passengers for Owners' vessels, the booking commission is hereby agreed upon at *5% from the amount of freight earned by the Owners*

For the Owners :	For the Agent:
The Pacific Steam Navigation Co,	*C.N Matin & C-ie, Ship Agents*
Liverpool, England	*Paris, France*
(signature)	(signature)
President	*Acting Manager*

Date: Paris, France, 20th December 19...

UNIFORM AGENT'S INFORMATION CONCERNING THE ATTENDANCE TO A VESSEL

To be sent not later than the day after the steamer's departure

The Pacific Steam Navigation Co,

Liverpool, England

VESSEL "BRITAINNIA"

1/ Arrived at *Calcutta, India, November 23,19... 17h 30m*

2/ From last port of call *Madras, India*

3/ With cargo of (description, quantity, where from) *Agricultural Machinery, 1300 cases, from U.K*

4/ With passengers (number, where from) *108 from Bombay to Calcutta*

5/ Freight on cargo amounting to *£3480 -/-*

6/ Passengers' fares amounting to *£520 -/-*

7/ Total sum *£4000 -/-*

8/ In settlement of above amount

freight prepaid *£1720 -/-*
to be collected here *£2280 -/-*

9/ Started discharging November *24,19..., at 8h 00m*

10/ Completed discharging *November 29, 19...,at 16h 30m*

11/ Dispatch (days, amount) 3 days *£480 -/-*

12/ Delay after discharge (reason) *2 days on a/c of Tropical Showers*

13/ Started loading *December 1,19... at 8h 00m*

14/ Completed loading *December 5, 19..., at 13h 30m*

15/ Dispatch (days, amount) *none*

16/ Delay after loading (reason) *heavy storm in the Bay of Bengal*

17/ Cargo loaded (description, quantity, destination) *Manilla Rope different sizes, 7000 fthms India Rubber 3000 tons, to the U.K*

18/ Freight amounting to *£6000 -/-*

19/ Passengers' fares amounting to none

20/ Total sum *£6000 -/-*

21/ In settlement of which | freight prepaid £2000 -/-
to be collected at port of destination £4000 -/-

22/ Fuel on board on arrival 950 tons
Fuel consumed while in port 80 tons
Fuel taken on board in port (amount, quality, and price) *300 tons*

23/ Sailed *December 7, 19...*

24/ Port of destination (nearest) *Liverpool, England.*

25/ What for: *as per charter Party dated calcutta, November 15, 19...*

26/ Remarks *none*

Nadir Radjan
On behalf of
Radjan & Co., Ltd Ship Agents, Calcutta

Chú giải từ vựng

to act - *thi hành*
hareinafter - *sau đây, dưới đây*
the former - *người trước, cái trước*
the latter - *người sau, cái sau*
to attend to - *chú ý đến*
whenever - *bất cứ khi nào*
relevant - *liên quan*
contract of affeightment - *hợp đồng thuê tàu*
effort - *sự cố gắng, sự nỗ lực*
to promote - *làm tăng tiến, khuyến mãi*
dispatch - *tiền thưởng cho bốc dỡ sớm hơn thời gian quy định*
to quote - *nêu giá*
fare - *giá vé*
current - *hiện tại*
tariff - *biểu giá cước (vận chuyển)*
to canvass - *đưa ra một kế hoạch*
to remit - *chuyển trả (tiền)*
to render services - *cung cấp dịch vụ*
clearance - *sự thanh toán thuế hải quan*
issue - *sự cấp, việc cấp (giấy tờ...)*

medical attendance	-	*sự săn sóc y tế*
time-charter	-	*hợp đồng thuê tàu định hạn*
pertaining to	-	*có liên quan đến*
to service	-	*phục vụ*
to entrust	-	*ủy thác*
to authorize	-	*uỷ quyền*
favourable	-	*tốt, thuận tiện*
rebate	-	*sự bớt giá, sự giảm giá*
amendment	-	*sự điều chỉnh*
contractor	-	*người ký kết (hợp đồng, giao kèo...)*
voucher	-	*chứng từ (biện minh về tiền bạc), biên lai, hóa đơn*
to produce	-	*chịu, gánh chịu*
to refund	-	*trả lại, thanh toán lại*
to reimburse	-	*hoàn trả, chuyển trả*
accountable	-	*chịu trách nhiệm*
non-compliance (with)	-	*sự không phù hợp với*
contrary	-	*trái ngược*
forwarding	-	*sự giao nhận*
indefinite	-	*không xác định*
annex	-	*phụ kiện*
bonus	-	*tiền thưởng*
to manage	-	*xoay sở, tìm cách*
to book	-	*đăng ký*

Bài tập

Answer the following questions :

1. Between what two parties is this Agency Agreement concluded ?

2. On behalf of what other organizations may the Pacific Steam Navigation Co. also act in this case ?

3. What Company does The Pacific Steam Navigation Co. appoint as its General Agent ?

4. What vessels shall the Agent attend to ?

5. Whose interests is the Agent to protect and promote ?

6. How should the Owners's ships be handled by the Agent ?

7. On whose instructions may the Agent hire stevedores for the ship and in what particular case ?

8. On what basis shall the Agent quote rates of freight and passenger fares ?

9. To whom shall the Agent remit the money collected for freight and other payments due to the Shipowners ?

10. Are these services to be rendered for a special remuneration ?

11. What is meant by the expression "to perform clearance of the vessel ?"

12. What claims shall the Agent settle ?

13. On what condition may the Agent issue guarantees in the name of the Steam Navigation Company.

14. Who is to compile time-sheets and who is to sign them ?

15. What services is the Agent to render to the Owners' vessels ?

16. Whom is the Agent to inform about the cost of such services and when should he do so ?

17. What are the Agent's duties with regard to the time-chartering of the Owners' vessels ?

18. Who is to appoint Sub-Agent in those ports which are not served by the Agent himself ?

19. Who is to pay money to the Sub-Agent for the services rendered ?

20. Are these expenses refunded to the Agent later on by the Owners ?

21. What information is the Agent to provide the Owners with ?

22. May the Shipowners conclude agreements directly with the contractors, and what are the Agent's duties in this case ?

23. To whom are the ship's disbursement accounts dispatched and when ?

24. What documents should be attached to these accounts ?

25. Who is to approve and sign these vouchers ?

26. When shall the Shipowners remit the money due to the Agent under disbursement accounts ?

27. Who is to reimburse the Agent for telegraphic and postal expenses ?

28. How should the Owners' claims against the Agent be settled ?

29. By whom should any dispute between the Owners and the Agent be settled ?

30 For what period of time is this Agreement concluded ?

31. In what way may this Agreement be cancelled ?

32. What Agency Fee is granted to the Agent according to this Agreement ?

Bài hai mươi

BÀI HỌC

EXCHANGE OF MISCELLANEOUS RADIOGRAMS

TRAO ĐỔI ĐIỆN TÍN VÔ TUYẾN

I. RADIOGRAMS TO AND FROM SHIP AGENTS

1. Requiring berth and bunker.

HARRY CROSS LONDON

S/S CASTLE PLEASE ARRANGE BERTH 500 TONS BUNKER COAL ARRIVING MARCH TWENTIETH = MASTER

2. Stating that the ship's arrival has been delayed owing to a storm.

HARRY CROSS LONDON

ARRIVAL DELAYED TILL NINETEENTH MARCH ACCOUNT STORM MEDITERRANEAN S/S MORECOMBE = MASTER.

3. Requiring pilot, tug-boat, urgent dispatch.

HARRY CROSS LONDON

M/V ELINOR ARRIVING MONDAY PLEASE ARRANGE PILOT TUGS STOP DO YOUR BEST PROVIDE QUICK DISCHARGING SIMULTANEOUSLY WITH BUNKERING COAL FROM LIGHTERS = MASTER.

4. Asking to obtain charts and pilot-book.

HARRY CROSS LONDON

S/S DINARD PLEASE OBTAIN CHARTS 5112 5117 3293

ALSO LATEST EDITION CHINESE SEA PILOT VOLUME TWO CAPTAIN.

5. Asking to nominate sub-agent.

HARRY CROSS LONDON

M/V ELINOR PLEASE NOMINATE AGENT LIVERPOOL ARRIVING MARCH TWENTYFOURTH = MASTER.

6. Agent informing that sub-agent has been nominated.

MASTER M/V ELINOR UESSANT

YOURS FIFTEENTH PLEASE COMMUNICATER MESSRS SHELTON BROTHERS 12 DOLPHIN STREET LIVERPOOL TELEGRAPHIC ADDRESS SHELTON LIVERPOOL WHO WILL ACT AS AGENT OF YOUR SHIP STOP WE HAVE INSTRUCTED THEM ACCORDINGLY = HARRY GROSS.

7. Informing of the disposition of cargo aboard.

SHELTON LIVERPOOL

M/V ELINOR ARRIVING TWENTYFOURTH WITH GENERAL CARGO STOWED AS FOLLOWS HOLD ONE PLYWOOD 2000 CRATES UPPER TWEENDECK ELECTRICAL EQUIPMENT 310 CASES HOLD WOOL 3000 BALES LTD PLASTICS 500 BOXES HOLD THREE JUTE 3000 BALES TOPPED 345 DRUMS OCHRE HOLD FOUR CEMENT 2300 BARRELS HOLD FIVE HIGHTENSION CABLE 920 REELS UTD CANNED GOODS 275 CARTONS STOP DECKCARGO EXTRAWEIGHTS OVER TWENTY TONS 15 CRATES MINING MACHINERY STOP MEAN DRAFT ARRIVAL 36 FEET OVERALL LENGTH 670 PEET STOP PLEASE ADVISE ALL CONCERNED ARRANGE QUICK DISPATCH = MASTER.

8. Requiring pilot and tug-boat.

SHELTON LIVERPOOL

PLEASE ARRANGE FOR SEAPILOT MEETING M/V ELINOR

AT HORSE CHANNEL FAIRWAY BEACON ABOUT 0400 ALSO ORDER RIVER PILOT AND ONE TUG FOR MOORING PLEASE CONFIRM = MASTER.

9. Asking if trans-shipment of cargo is possible.

HARRY CROSS LONDON

WIRE WHETHER YOU CAN ARRANGE IMMEDIATE TRANSSHIPMENT 3500 TONS MANGANESE ORE FROM LONDON TO EDINBURGH M/V FERGUSON = MASTER.

10. Informing about the ship's departure.

SWENSON STOCKHOLM

TANKER ORIANNA DEPART LIVERPOOL 071500 GMT ARRIVING FIFTEENTH CARGO DIESEL OIL 10300 TONS STOP PLEASE WIRE FIRST PORT DISCHARGE = MASTER.

11. Ordering provisions.

MORFON ANTWERP

TANKER ORION ARRIVING FRIDAY REQUIRE ON ARRIVAL FRESH MEAT BEEF 800 LBS BUTTER 400 POTATOES 15 SACKS CABBAGE 300 TOMATOES 300 CHEESE 200 STOP WIRE CONFIRMATION = MASTER.

12. Asking to arrange for a surveyor and a diver.

WATSON LIVERPOOL TANKER THAMES ARRIVING THURSDAY PLEASE ARRANGE FOR SURVEYOR DIVER INSPECTION HULL AND REPAIRS RUDDER = MASTER.

13. Asking the agent to arrange transit through a canal.

GAMAL SAID SUEZ

M/T LEONARDO DAVINCI 25000 TONS PETROLEUM IN BULK MEAN DRAFT 34 FEET PLEASE ARRANGE TRANSIT = MASTER.

14. Asking permission to enter Suez Roads without a pilot.

SUQ SUEZ

M/V FERGUSON POSN 2930 N 3130 E WISHING ENTER SUEZ ROADS MY OWN RESPONSIBILITY DRAFT 36 FEET PLEASE CONFIRM = MASTER.

II. RADIOGRAMS IN CONNECTION WITH ACCIDENTS.

1. Radiogram to the Agent holding another ship responsible for the collision and requiring Bank's Letter of Guaranty.

MATIN COMPANIE MARSEILLES

SS MANITOBA RECEIVED DAMAGE IN COLLISION WITH FRENCH VESSEL MANECH BOTH VESSELS AFLOAT RESUMED VOYAGE STOP MANECH PROCEEDED MARSEILLES PLEASE INFORM HER AGENTS I HOLD HER OWNERS RESPONSIBLE REQUIRE BANK GUARANTY = MASTER.

2. Radiogram to the ship in distress asking if the ship is agreeable to the British Salvage Contract.

PNOK SS ARIZONA

PLEASE CONFIRM THAT YOU ARE WILLING TO SIGN THE BRITISH SALVAGE CONTRACT SS DYMONT = MASTER.

3. Radiogram to the ship being salved requiring Master to confirm his consent to some indispensable sacrifices.

ROSP SS LANCASHIRE

TO RESCUE YOUR SHIP WE CONSIDER IT NECESSARY TO FLOOD YOUR FORE COMPARTMENT (or : TO FLOOD YOUR HOLD ONE, TO RUN YOUR SHIP AGROUND, TO JETTISON PART OF YOUR CARGO, TO CUT OPENINGS IN STARBOARD

SIDE FOR ACCESS TO THE FIRE, etc.) STOP PLEASE CONFIRM YOU AGREE TO THIS MEASURE SS AMERICA = MASTER.

4. Radiogram to the Master of the ship in collision asking him to exchange information about ship.

MIAR SS JUTLAND

PLEASE INFORM YOUR MASTER'S NAME SHIP'S NAME PORT OF REGISTRY PORT OF DESTINATION LAST PORT OF CALL KIND AND QUANTITY OF CARGO DAMAGE CAUSED ALSO WHETHER YOU HAVE ANY PASSENGERS ABOARD AND IF ANY ASSISTANCE REQUIRED = BRITISH TANKER LONDON = MASTER.

III. RADIOGRAMS CONCERNING NAVIGATION WARNINGS, STORM ADVISORIES, NOTICES TO MARINERS, ETC.

1. LOCAL NAVIGATION WARNING 91 STOP RED CONICAL BUOY MARKING UNDERWATER OBSTRUCTION HAS BEEN LAID ON CHALLENGE BANK IN POSITION 32 DEG 07 MIN 15 SECS NORTH 65 DEG 0 MIN 45 SECS WEST = BERMUDA.

2. LOCAL NAVIGATION WARNING 99 STOP CANCEL LOCAL NAVIGATION WARNING 93 FULL STOP THIS RAFT HAS BEEN REMOVED FULL STOP LOCAL NAVIGATION WARNING 91 IN FORCE = BERMUDA.

3. TTT CQ S/S WILLIAM PATTERSON JULY 7 2245 GMT PASSED FLOATING MINE POSN LAT 3706 N LONG 4244 W = MASTER.

4. TTT S/S MANHATTAN AT 1600 GMT SIGHTED MINE IN POSN LAT 3714 N LONG 3804 W STOP RECEIVED FROM 5410 AT 1802 GMT STOP 12 JULY AT 1710 GMT PASSED LIFE RAFT POSN LAT 3709 N LONG 3435 W - MASTER TOWER GRANGE.

5. TTT AT 2045 GMT S/S KORIGAN LAT 3445 N LONG 4416 W SIGHTED PART OF HEAVY WOOD RAFT 20 BY 30 FEET WITH ONW LOG 15 FEET UPRIGHT = MASTER.

6. XXX CQ 021630 Z PASSENGER AIRCRAFT CRASHED IN SEA APPROXIMATE POSN 3540 N 3612 W SALVAGE VESSEL COURAGE SEARCHING AREA SHIPS VICINITY REQUESTED KEEP SHARP LOOKOUT REPORT CALLING LETTERS NUSB = MASTER

7. XXX CQ 150345 GMT M/T FIUME POSN 3638 N 3735 W HEARD AUTOALARM SIGNAL ON 415 KCS PSN 3512 N 3610 W NO FURTHER INFORMATION SHIPS VICINITY REQUESTED PROCEED ASSISTANCE = MASTER.

8. MINE WARNING AT 0930 GMT POSITION 3606 N 3419 W SIGHTED OBJECT APPARENTLY MINE = MASTER S/S APOLLO.

9. BERMUDA WEATHER AT 061200 Z PRESSURE 8 MBS WIND SOUTHEAST BY EAST 9 KNOTS WEATHER CLOUDY = METEO.

10. WASHINGTON 301758 Z GÓVT HYDRO ALL SHIPS AND STATIONS FLORIDA SEACOAST WRECK LIGHTBUOY 76 IN POSITION 2812 N 8028 W PREVIOUSLY REPORTED EXTINGUISHED HAS BEEN RELIGHTED.

11. STORM ADVISORY = AREA OF MODERATE HEAVY FOG PATCHES FROM FORTY TWO NORTH TO FIFTY NORTH AND FROM FORTY FIVE WEST TO COAST = METEO PORTYSHEAD.

12. SMALL INTENSIFYING STORM CENTRED NEAR THIRTY FOUR NORTH SEVENTY FOUR WEST MOVING NORTHEAST AT ABOUT FIFTEEN KNOTS ACCELERATING ROUGH SEA WINDS TO FORTY FIVE KNOTS WITHIN ONE HUNDRED AND FIFTY MILES OFF CENTRE = OBSY BARBADOS.

13. CQ NHQ 22 H GMT = US COAST GUARD ADVISORY = LATEST ADVISORY ON THE STORM SOUTHEAST OF HATTERAS ATLANTIC IS CENTERED NEAR LAT 3407 N LONG 7240 W OR ABOUT 180 MILES EAST SOUTHEAST OF HATTERAS IT IS MOVING NORTH EASTWARD ABOUT 20 MILES PER HOUR WITH STRONGEST WINDS ESTIMATING ABOUT 40 TO 45 MPH ALL THE ATLANTIC VESSELS ARE WARNED AGAINST GALES AT THE MIDDLE AND NORTH ATLANTIC COAST = US WEATHER BUREAU MIAMI.

14. STORM ADVISORY = SMALL INTENSIFYING STORM IS CENTERED NEAR THIRTY SEVEN NORTH SEVENTY POINT TWO WEST MOVING NORTHEAST TO NORTH NORTHEAST TWENTY TO TWENTY TWO KNOTS ROUGH SEA AND WINDS THIRTY FIVE TO FORTY FIVE KNOTS WITHIN ONE HUNDRED FIFTY MILES RADIUS OF CENTER = OBSY.

15. 1700 GMT STORM ADVISORY = SMALL STORM CENTRED NEAR YARMOUTH MOVING NORTHEASTERLY AND INCREASING IN INTENSITY MODERATE TO ROUGH SEA AND WINDS THIRTY FIVE TO FORTY FIVE KNOTS WILL PREVAIL WITHIN ONE HUNDRED FIFTY MILES RADIUS OF CENTRE = WEATHER BUREAU EDINBURGH.

Chú giải từ vựng

to arrange - *sắp xếp*
to provide - *cung cấp ,*
account=on account of - *vì, vì lý do*
to obtain - *thu, lấy*
edition - *lần xuất bản*
volume - *quyển sách*
to nominate - *chỉ danh, chỉ định*
yours = your telegram - *bức điện tín của quý ông*

to stow - *sắp xếp hàng hóa*
plywood - *ván ép, gỗ dán*
crate - *thùng chứa hàng, container*
wool - *len*
LTD = lower 'tweendeck - *tầng quầy dưới*
UTD = upper 'tweendeck - *tầng quầy trên*
plastic - *nhựa*
jute - *đay*
to top - *chụp lên*
drum - *thùng*
ochre - *đất son*
barrel - *thùng*
high-tension cable - *dây neo có sức căng cao*
rel - *guồng cuốn dây, ống cuốn dây*
canned goods - *hàng đóng hộp*
cartons - *thùng các tông*
mining - *sự đào, sự khoan*
quick dispatch - *sự bốc dỡ nhanh*
beacon - *hải đăng*
confirmation - *sự xác nhận*
manganese ore - *quặng măn-gang*
diver - *thợ lặn*
transit - *sự quá cảnh*
to rescue - *cứu hộ, giải thoát*
to flood - *làm ngập*
compartment - *khoang, ngăn kín*
to jettison - *vứt (hàng) xuống biển*
access - *đường vào, lối vào*
to warn - *báo hiệu, báo trước*

warning - *sự báo hiệu, sự báo trước*
obstruction - *sự cản trở, vật cản trở*
to lay (laid, laid) - *đặt, để*
deg = degree - *độ (nhiệt)*
min = minute - *phút*
secs = seconds - *giây*
0 = zero - *số không*
to cancel - *hủy bỏ*
stop = full stop - *dấu chấm*
raft - *bè, mảng*
in force - *có hiệu lực*
TTT - *tín hiệu không nguy hiểm*
2245 = 22hrs 45 mins - *22 giờ 45 phút*
to float - *nổi*
mine - *thủy lôi*
posn = position - *vị trí, tọa độ*
lat = latitude - *vĩ độ*
long = longitude - *kinh độ*
life raft - *bè cứu sinh*
upright - *thẳng đứng*
XXX - *tín hiệu khẩn cấp*
aircraft - *máy bay*
to crash - *rớt, rơi*
to search - *tìm kiếm*
ships vicinity - *vùng lân cận các tàu*
to report - *tường thuật*
to keep a sharp look out - *quan sát tinh tường*
object - *mục tiêu*
to sight - *ngắm, quan sát*

apparently - *một cách rõ ràng*

061245 - *6 giờ 12 phút 45 giây*

Z = zone time - *giờ khu vực*

pressure - *áp suất*

mds = MBS = millibars - *Mi-li-ba (một đơn vị đo áp suất)*

southeast by east - *đông nam một điểm về đông (một điểm tức 111/4o)*

meteo = METEO = Meteorological station - *trạm khí tượng*

OBSY = observatory - *đài quan sát, đài thiên văn*

Govt = Government - *chính phủ*

hydro = HYDRO = Hydrographic Office - *Cục thủy vàn*

previously - *trước đây*

Notice of Mariners - *thông báo cho người đi biển*

US = United States - *Hoa Kỳ*

approximate - *xấp xỉ*

area - *vùng*

strm advisory - *sự thông báo bão*

to intensify - *tăng lên, cao lên*

to centre = to center - *lấy tâm, đặt ở tâm*

to accelerate - *tăng tốc, gia tốc*

NHQ - *Trạm liên, lạc vô tuyến điện*

h = H = hr = HR = hour - giờ

to estimate - *ước đoán, ước tính*

mph = MPH = miles per hour - *số dặm*

weather Bureau - *cục khí tượng*

to increase - *tăng lên*

to prevail - *chiếm ưu thế*

Chú giải cấu trúc và ngữ pháp

1. Lưu ý trong các bức điện vô tuyến một số chữ, chẳng hạn **two hundred, sea pilot, bunker coal,** và **deck cargo,** có thể được viết liền nhau nếu chúng có sự liên quan rõ ràng với nhau : **twohundred, seapilot, bunkercoal, và deckcargo.**

   Để chỉ tương lai, ngôn ngữ trong các bức điện vô tuyến thường dùng Verb + ing, nhưng không có trợ động từ (auxiliary verb). Ví dụ :

   arriving on Monday, sending decision

2. **do your best** - quý ông hãy cố gắng hết sức.

3. Sự chấm câu được giới hạn bởi các từ sau :

   stop **hay** full stop - chấm câu

   comma - dấu phẩy

   colon - dấu hai chấm

   semicolon - dấu chấm phẩy

   quotes = quotation mark = inverted commas - dấu ngoặc kép

4. Số 0 thường được đọc là **nought** (n③:t/) trong tiếng Anh của người Anh và zero (/Zi r v/) trong tiếng Anh của người Mỹ.

   Khi số được đọc từng chữ số một, số 0 thường được đọc là /eu/ (như chữ 0. Ví dụ :

   My telephone number is four one three two o six.

   Trong đo lường (chẳng hạn đo nhiệt độ), số 0 được đọc là zero. Ví dụ :

   Zero degrees Fahrenheit

5. Lưu ý cách viết giờ trong các bức điện vô tuyến. Nếu viết 071930 có nghĩa là 7 giờ 19 phút 30 giây.

Bài tập

I Condense the following passages into telegrams :

1. We have bunkered here 500 tone of coal and will sail on Monday.
2. Owing to engine trouble our arrival to your port is delayed till the 15th of June.
3. We expect to complete repairing on the 15th inst. and to sail from here on Monday.
4. We would ask you kindly to telegraph us the present position of your ship and the date of your estimated arrival to our port.
5. We arrived here at 8 o'clock in the morning. There is a great shortage of labour here and under the circumstances we expect to commence loading only tomorrow.
6. We are unable to leave Le Havre on the 15th inst. because the repairs of the machinery will last up to the 17th of this month.
7. We expect to arrive at your port on Saturday and would ask you kindly to arrange a berth and quick discharging of the goods consigned to your clients.
8. We cannot accelerate the discharging of goods because the receivers of the cargo disagree to pay the overtime expenses. We would ask you, therefore, to infrom the shipowners about this fact and to give us your further instructions.
9. Please give instruction to your Branch Office at Liverpool to provide a pilot and tugs for my ship on the 15th inst., as well as a proper berth and lighters for loading bunker coal.
10. We are sending you a detailed Surveyor's report and we would ask you kindly to lodge the respective claim at the local court against the owners of the s/s "Nonchalant".

II. Change the text of the following telegrams into ordinary statements :

1. S/S KASHMIR BUNKERED SAILED NINETEENTH 1500.
2. S/S MORECOMBE DRAFT 26 FT FULL LOAD.
3. MASTER DECIDED WORKING OVERTIME TWO NIGHTS TO COMPLETE DISCHARGING SEVENTEENTH DAWN STOP INSTRUCT RECEIVERS REGARDING PAYMENT OVERTIME EXPENSES CHARTERERS ACCOUNT = AGENT.
4. S/S MORECOMBE ARRIVED HERE 0715 SIXTH AT ANCHOR DISCHARGING GENERALS STOP WIRE IF BERTH YOU PORT AVAILABLE EIGHTH = MASTER.
5. AWAITING FIVE DAYS DEFINITE NOTICE ACCORDING C/P = AGENT.
6. CQ S/S CASTLE JULY 071425 Z SIGHTED FLOATING MINE POSN 3712 N 4212 W = MASTER.
7. CQ EUROPA 151135 GMT LAT 3638 N LONG 3735 W PASSED DISANCHORED FLOATING BUOY DANGEROUS NAVIGATION = MASTER.
8. WEATHER AT 071200 Z PRESSURE 8 MBS WIND NORTHEAST WARD 15 KNOTS = METEO.
9. INTENSIFYING STORM CENTERED ABOUT THIRTY SEVEN NORTH SEVENTY POINT TWO EAST MOVING NORTHEASTWARD HEAVY SEA WIND FORTY FIVE KNOTS ALL SHIPS VICINITY WARNED = OBSY.

Bài hai mươi mốt

BÀI HỌC

EXCHANGE OF MISCELLANEOUS RADIOGRAMS

TRAO ĐỔI ĐIỆN TÍN VÔ TUYẾN

I. RADIOGRAMS TO AND FROM SHIP AGENTS

1. Informing of the expected time of the ship's arrival.

HARRY CROSS LONDON

S/S DINARD ETA 310430 GMT = MASTER

2. Informing of the expected time of arrival and disposition of cargo.

MURDSTONE STOCKHOLM

S/S LENA COMING FROM LIVERPOOL WITH 1000 TONE LEMONS FOR SVENSKA AKTIEBOLAGET HOLD ONE 400 TONS HOLD TWO 300 TONS HOLD THREE 300 TONS ARRIVING NOON = MASTER.

3. Informing of the expected time of arrival if weather permits.

RABINJANA BOMBAY

S/S BANJI WEATHER PERMITTING ETA YOURS WEDNESDAY REQUIRE PILOT = MASTER.

4. Notifying about the ship's readiness to unload to the roadstead.

NIELSEN ESBJERG

ANCHORED FANO BUGT ROADS READY TO UNLOAD = MASTER S/S FREEMONT.

5. Requiring an icebreaker to be sent

NIELSEN ESBJERG

S/S LONDON POSITION AT 1730 GMT LAT 5526 N LONG 0816 E EDGE HEAVY ICE PLEASE INFORM IF ICEBREAKER AVAILABLE = MASTER.

6. Agent instructing the ship to proceed to a given position to meet the icebreaker.

S/S LONDON

HARBOUR MASTER REQUIRES YOU TO PROCEED TO POSITION LAT 5535 N LONG 0830 E WHERE YOU MEET ICEBREAKER GRAND TO TAKE YOU ESBJERG ICEBREAKER CALLING LETTERS UOJS STOP = NIELSEN AGENTS.

7. Confirming that the ship is proceeding as directed.

PROCEEDING TOWARDS POSITION INDICATED STOP WILL BE THERE ABOUT 2000 GMT TO MEET ICEBREAKER = MASTER.

8. Stating that the ship has arrived at a given position.

NIELSEN ESBJERG

AT 2000 GMT REACHED POSITION INDICATED WAITING ICEBREAKER = MASTER S/S LONDON.

9. Asking to give instruction to proceed to another safe port.

NIELSEN ESBJERG

T/T BRITAINNIA OWING IMPOSSIBILITY REACHING YOUR PORT ACCOUNT HEAVY ICE PLEASE INFORM ACCORDING CONTRACT TERMS OTHER SAFE PORT STOP SUGGEST

PROCEEDING TO AALBORG STOP WAITING YOUR DEFINITE INSTRUCTIONS = MASTER.

10. Advising about the delay of the ship's arrival owing to the Breakage of machinery.

HARRY CROSS LONDON

OWING ENGINE TROUBLE UNABLE ARRIVE CONTRACT TIME REQUIRE URGENT REPAIRS STOP PLEASE NOMINATE AGENTS MARSEILLES INSTRUCT THEM ARRANGE IMMEDIATE REPAIRS S/S OXUS = MASTER.

11. Requesting to lodge a Sea Protest in connection with suspected damage to the goods.

HARRY CROSS LONDON

OWING BAD WEATHER CONDITIONS DURING VOYAGE APPREHENDING POSSIBLE DAMAGE TO CARGO WHEAT AND SUGAR STOP PLEASE PROVIDE FOR DECLARATION SEA PROTEST ON ARRIVAL LONDON S/S ORIANNA = MASTER.

12. Informing the ship in distress that the vessel is proceeding towards her to render her assistance.

SNPW S/S ARIZONA

071830 GMT POSN LAT 5338 N LONG 0312 E RECEIVED YOUR DISTRESS CALL STOP PROCEEDING TOWARDS POSITION 5317 N 0248 E YOUR ASSISTANCE STOP MANITOBA = MASTER.

13. Inquiring about the nature of distress.

PRST M/V PATRIA

BRITISH STEAMSHIP ELINOR PRESENT POSN LAT 5745 N LONG 0817 E PROCEEDING TOWARDS YOUR POSITION STOP PLEASE INFORM NATURE DISTRESS EXTENT OF DANGER

ALSO WHETHER WILLING TO SIGN SALVAGE CONTRACT = MASTER.

14. Asking to advise receivers of cargo that average bond will be required.

HARRY CROSS LONDON

S/S CASTLE OWING HEAVY WEATHER CONDITIONS BISCAY BAY MET CASUALTY SUSTAINED DAMAGE LOSS CLAIMING GENERAL AVERAGE STOP INFORM CONSIGNEES AVERAGE BONDS WILL BE REQUIRED = MASTER.

15. Agent asking the tanker about the expected time of sailing from the port of loading.

CONSTANTSA RUSSIAN TANKER FRUNZE

PLEASE RADIO YOUR ETS CONSTANTSA ALSO WHETHER ORIGINAL BLADING ON BOARD NAME CONSIGNEE = SWENSON.

16. Informing of the expected time of sailing.

SWENSON STOCKHOLM

REYOURTEL ETS 071200 GMT ORIGINAL BLADING ON BOARD CONSIGNEE LARSEN COMPANY TANKER FRUNZE = MASTER.

17. Transmitting distress call of another vessel.

XXX CQ TRANSMITTING SOS SIGNAL NORWEGIAN SHIP HANSEN RECEIVED 031730 LOCAL TIME QUOTE PSN 5120 N 5712 E EXPLOSION AFTER TANKS SHIP BURNING SINKING LOWERED BOATS CREW REQUIRE IMMEDIATE ASSISTANCE UNQUOTE PROCEEDING HER ASSISTANCE MY POSN 5230 N 5615 E BRITISH TANKER FERGUSON = MASTER.

18. Amending time of arrival.

WARWICK LIVERPOOL

MYCAB YESTERDAY REVISED ETA 061230 GMT OWING ENGINE TROUBLE M/T NAZAIRE = MASTER.

19. Postponing time of berthing

MASTER M/T PRIMAVERA

RYM SEVENTEENTH OWING HARBOUR CONGESTION BERTHING TOMORROW MORNING = HARRY CROSS.

20. Asking if the ship's draft can be reduced.

MASTER M/V WINDSOR CASTLE

RYT TWENTIETH PLEASE RADIO WHETHER YOU CAN REDUCE DRAFT TO 22 FEET 6 INCHES FRESH WATER ALSO INFORM SHIPS LENGTH = FIETA.

21. Inquiring about health condition of crew.

MASTER M/V DINARD

PLEASE WIRE HEALTH CONDITION CREW ANY INFECTIOUS DISEASES OR DEATH OF RATS ABOARD ALSO SANITARY CONDITION LAST PORT CALL = STERNOZINNI.

22. Answering the above.

STERNOZINNI HONOLULU

YRTEL ELEVENTH ALL CREW GOOD HEALTH NO MORTALITY RATS OBSERVED LAST PORT CALL HAKODATE SANITARY CONDITION GOOD = MASTER

II WEATHER FORECASTS, NAVIGATION WARNINGS, STORM ADVISORIES, ETC.

1. CQ SHIPPING FORECAST = RED SEA FOR 12 HOURS FROM 0900 Z PARTLY CLOUDY GOOD VIS LIGHT VARIABLE WINDS = SUDAN METEO.

2. CQ FM ADEN SHIPPING FORECAST = NEXT 24 HOURS FROM 1430 Z AREA A 18 WIND VARIABLE FORCE 1/3 SEA SLIGHT VIS GOOD AREA A 20 WIND VARIABLE MAINLY SOUTH TO SOUTHWEST FORCE 2/4 SEA SLIGHT VIS GOOD = OBSY

3. LOCAL THUNDERSHOWERS KONVAN CANARA COAST STOP MONSOON GENERALLY MODERATE SOUTHEAST ARABIAN SEA AND SOUTHWEST BAY BENGAL AND MODERATE TO STRONG NEAR CEYLON STOP OCCASIONAL RAIN SQUALLS OFF WEST COAST CEYLON STOP = OBSY COLOMBO 172130 GMT.

4. CQ GENERAL SITUATION AT 1800 GMT A RIDGE OF HIGH PRESSURE FROM THE PACIFIC ANTICYCLONE EXTENDS WEASTWARD TO THE CHINA SEA PRESSURE IS LOW IN THE EASTERN SEA AND ALSO TO THE SE OF THE PHILIPPINES STOP W MODERATE S OR SE WINDS FAIR PATCHES IN THE EXTREME NORTH OTHERWISE FAIR = METEO HONGKONG.

5. CQ TYPHOON WARNING = 222100 Z TYPHOON DINAH 965 MBS AT 28.5 N 129.0 E WEST OF AMAMIOSHIMA MOVING NE TO NNE 30 KNOTS MAX WINDS 65 KNOTS NEAR CENTRE 40 KNOTS WINDS RADIUS 300 MLS EASTERN SEMICIRCLE AND 100 MLS WESTERN SEMICIRCLE = TOKYO OBSY.

6. CQ MARINE FORECAST = GENERAL SITUATION AT 1800 GMT (3 AM HK SUMMER TIME) TROUGH OF LOW PRESSURE EXTENDS FROM PACIFIC (ANTICYCLONE) TO THE GULF OF TONGKING A RIDGE OF HIGH PRESSURE EXTENDS WESTWARD ACROSS JAPAN STOP MARINE FORECAST FOR 12 HOURS FROM 210100 GMT COLON.

A- MODERATE SE WINDS FAIR IN NORTH CLOUDY WITH PATCHES OF RAIN IN SOUTH

W- MODERATE SE WINDS PARTLY CLOUDY IN NORTH FREQUENT SHOWERS IN SOUTH.

X- MODERATE SE WINDS FAIR IN NORTH CLOUDY WITH OCCASIONAL SHOWERS IN SOUTH.

Y - MODERATE SE WINDS APART FROM SHOWERS IN WEST = METEO HONGKONG.

Chú giải từ vựng

EAT = expected time of arrival - *Thời gian dự kiến đến*
hold - *hầm tầu*
weather permitting = if weather permits - *nếu thời tiết cho phép*
yours = your port - *cảng của quí ông*
road - *vũng tàu*
edge - *mép, khung (bản đồ)*
available - *sẵn có*
to take you (to) Esbjerg - *để đưa quý ông đến Esbjerg*
calling letters - *tín hiệu gọi, hô hiệu*
position (viết tắt posn) - *vị trí*
to suggest - *đề nghị*
definite - *xác định, rõ ràng*
trouble - *phiền toái*
unable - *không thể*
contract time - *thời gian hợp đồng quy định*
to apprehend - *nhận thấy*
wheat - *lúa mì*
sugar - *đường*
to provide for - *chuẩn bị cho, sắp xếp cho*
distress call - *tín hiệu mắc cạn, tín hiệu báo lâm nguy*
nature - *bản chất*
extent - *quy mô, phạm vi*
willing - *sẵn sàng, sẵn lòng*
whether willing = whether you are willing- *quý ông có sẵn sàng hay không*
to sustain - *duy trì được, giữ vững được*

to radio - *liên lạc bằng vô tuyến*

ETS = expected time of sailing- *thời gian dự kiến khởi hành*

Blading = Bill of Lading - *vận tải đơn*

reyourtel = referring to your telegram - *về bức thông điệp của quý ông*

to quote - *trích dẫn*

to unquote - *hết trích*

explosion - *sự nổ trên tàu*

to burn - *cháy*

to amend - *điều chỉnh*

MYCAB = referring to my cable - *về bức điện tín của chúng tôi*

to revise - *sửa đổi*

to postpone - *đình chỉ, đình hoãn*

RYM = referring to your message - *về bức thông điệp của quý ông*

congestion - *sự tắc nghẽn (giao thông...)*

RYT = referring to your telegram - *về bức điện tín của quý ông*

health - *y tế, sức khỏe*

disease - *bệnh tật*

rat - *con chuột*

YRTEL = your telegram - *bức điện tín của quý ông*

mortality - *tỷ lệ chết*

forecast - *sự tiên đoán, sự dự báo*

vis = visibility - *tầm nhìn*

fm = from - *từ (nơi chốn...)*

shipping forecast = marine forecast - *sự dự báo hàng hải*

mainly - *phần lớn*

thundershower - *mưa rào có sấm sét*

monsoon - *gió mùa*

squall - *cơn gió mạnh, cơn gió giật*

off - *ngoài khơi*
ridge - *sóng (thời tiết)*
ridge of high pressure - *sóng áp cao*
fair - *đẹp (thời tiết*
patch - *rạn, dải*
typhoon - *bão*
Typhoon Dinah - *Cơn bão có tên Dinah*
max = maximum - *tối đa*
semicircle - *hình bán nguyệt*
HK = Hong Kong- *Hồng Kông*
trough - *rãnh*
trough of low pressure - *rãnh áp thấp*
apart - *ngoài ra*

Chú giải cấu trúc và ngữ pháp

Trong bức điện tín số 6 ở cuối bài, các chữ cái A, W, X, Y được dùng để chỉ các vùng khí tượng của khu vực cảng Hồng Kông. Mỗi vùng khí tượng được ghi những số liệu hay tính chất khí tượng và thời tiết, hoặc trên bản đồ chuyên môn hoặc trên điện tín giao dịch của tàu biển. Khi đọc các thông báo khí tượng như vậy cần phải sử dụng các bản đồ có phân chia vùng khí tượng thích hợp.

Condense the following passages into telegrams :

1. The expected time of arrival of our ship "Orianna" is at 3.30 p.m. on the 3rd instant.

2. Our ship "Morecombe" is coming from Southampton to your with a cargo of wheat and rye for the Indian Relief Society at Calcutta. The cargo is stowed as follows : Hold No.1 contains 1500 tons of wheat, Hold No.2 contains 1600 tons of wheat and Hold No.3 contains 1800 tons of rye.

3. If the weather permits we expect to arrive at your port on Monday next week at about 7.00 o'clock in the evening.

4. At 5.30 p.m. to-day our position is latitude 54°37 North, longitude 08°12' East. As our engines are damaged, please inform us (by telegraph) if there is a tug-boat available at your port which can take us into the harbour.

5. I am unable to enter your port on account of a very heavy storm in the Bay of Bengal. In accordance with the terms of the Bill of Lading, please inform me of the nearest safe port, where I may land 3000 barrels of salt fish consigned to Messrs. Radjan Aghor & Co., Ltd., Bombay.

6. Inconnection with the casualty in the Red Sea, I apprehend possible damage to the cargo of tobacco in Hold No.1.

Therefore, please make necessary arrangements to note a sea protest at local Notary Office on arrival of may ship at your port.

7. While crossing the Indian Ocean we met with a casualty and sustained some heavy damage and loss.

We have declared General Average. Please inform consignees in your port that they will have to sign average bonds in this connection.

8. At 7.30 p.m to-day we received distress call from an Italian ship at the position latitude 57°10' North, longitude 08°15' East. The ship is on fire and her engines are disabled. We are proceeding now to her assistance.

ADDITIONAL DOCUMENTS AND FORMS RELATED TO LESSONS 1-21

CÁC CHỨNG TỪ và BIỂU MẪU CÓ LIÊN QUAN ĐẾN CÁC BÀI HỌC 1-21

No.1

BEAUFORT WIND SCALE AND SCALES ON STATE OF SEA

Wind Force (Beaufort)	Descriptive terms	Velocity in metres per sec.	Height of Waves (feet)	State of Sea
0	Calm	0	0	Calm
1	Light airs	1-2	1	Smooth
2	Light breeze	2-4	1-3	Slight
3	Gentle breeze	4-6	3-5	Moderate
4	Moderate breeze	6-8	5-8	Rough
5	Fresh breeze	8-10	8-12	Very rough
6	Strong breeze	10-12	12-20	High
7	Moderate gale	12-14	20-40	Very high
8	Fresh gale	14-17	over 40	Precipitous
9	Strong gale	17-20		Confused
10	Whole gale	20-24		
11	Storm	24-30		
12	Hurricane	30-52		

No.2

FOG AND VISIBILITY SCALE FOR SHIPS AT SEA

0 Dense fog	Objects	not	visible	at	50 yards
1 Thick fog	"	"	"	"	1 cable
2 Fog	"	"	"	"	2 cable
3 Moderate fog	"	"	"	"	1/2 mile
4 Mist or haze of very poor visibility	"	"	"	"	1 mile

5 Poor visibility	"	"	"	"		2 mile
6 Moderate visibility	"	"	"	"		5 mile
7 Good visibility	"	"	"	"		10 mile
8 Very good visibility	"	"	"	"		30 mile
9 Excellent visibility	Object	visible	at	more	than	30 miles

No.2

Port of London, 22nd July, 19...

CAPTAIN'S DECLARATION

1. S/s *"London"*
2. Flag *U.K.*
3 Arrived on roads *20.000, July 22, 19...*
4. From *Liverpool*
5. Berthed *21.30, July 22, 19...*
6. Berth *No,4*
7. Captain's name *V. Arthur*
8. Number of crew 46
9. Owners *The Pacific Steam Navigation Co., Liverpool*
10. Telegraphic address *FLYNCH LIVERPOOL*
11. Ship built in *1946*
12. Tonnage : DW *10245, GR 7068, NR 4830*
13. Length *446'*
14. Speed *10* knots
15. Draft when loaded *26'6"*
16. Light draft *16'*
17. Degaussing tested *June 27, 19...*
18. Calling letters *UQTM*
19. Total cubic capacity: bales *476494 cu. ft., grain 516842 cu.,ft.*
20. Cargo on board *Maize 3625 ts, Barley 4404 ts.*

21. Sea protest *none*
22. Fresh water required *100 tons*
23. Repairs *nil*

V. Arthur
Master of the s/s *"London"*

No.4

UNITED ARAB REPUBLIC - MINISTRY OF PUBLIC HEALTH - QUARANTINE ADMINISTRATION

BILL OF HEALTH

Port of *Alexandria*

The Director of the Quarantine Office hereby certifies that the vessel hereinafter mentioned leaves this Port under the following conditions which have been duty verified :

Name of *master D. Barry*	Name of *vessel "Marian"*
Name of Docter *C. Carl*	Nature of vessel steamer
Total number of crew 42	Flag U.K.
Passengers *nil*	,Tonnage, GR 6300 tons
Cargo *India rubber*	Belonging to the port of *Southampton*
Animals *nil*	Bound for (final port of voyage)
Animals debris *none*	*Southampton, England*
Sick on board *none*	

The sanitary condition of the town and vicinity are as follows:

Typhus in epidemic form *none*	Cases of plague *nil*

Smallpox in epidemic form *none* Cases of cholera *nil*

Epizootics *none* Cases of yellow fever *nil*

In witness where of the present Bill of Health is issued at *Alexandria* this *11th* day of the month of *May, 19..., at 12.45* o'clock.

The Director (signature)

No.5

DECLARATION

at the Port of *Alexandria, September 25, 19...*

I, the undersigned, Master of the s/s *"Morecombe"* hereby guarantee with my signature to the Doctor of the Marine Quarantine Office at the Port of Alexandria that I undertake during the mooring of the ship to put on mooring ropes some rings, disks or cones to make impossible the passage of rats ashore by the way of mooring ropes and to take off gangways at night, and, when not engaged in loading or discharging operation, to keep only one gangway lowered.

Master of the s/s "Morecombe" (signature)

The present declaration was made in presence of :

Doctor of the Marine Sanitary Quarantine Office at the Port of Alexandria (signature)

No.6

LIST OF CREW

of the s/s *"Primavera"* sailing under the U.K. Flag, GR *8900* tons, registered at the Port of *Liverpool*, Shipowners : *The Pacific Steam Navigation Co., Liverpool, England.*

No	Name	Age	Capacity	No. of Seaman's Passport
1	D. Eric	47	Master	27229
2	A. Francis	39	First Mate	33756
3	M. P. Wayne	41	Ch. Eng.	11825
4	T.S. Terence	32	2nd Mate	22337
5	J. Paul	37	3rd Eng.	17798
6	K.L. Oliver	32	B'swain	21451
7	D. Henry	31	Ch. Stew.	18956
8	E. Jason	29	A.S.	17326
9	W. Godfrey	25	O.S.	28975
10	F. A. William	18	Deck boy	27896

Master (Signature)

No.7

MANIFEST OF CARGO

Steamer *"Montefiore"*, Captain *Bruno Schmidt*, Sailing from *Fos, France to Manchester, England, 29th October, 19...*

B/L No-s	Shipper	Consignee	Description of cargo	Pieces Fathoms	Freight as per c/p dated	REMA-RKS
287/c	*The Western Trading Co., Ltd., Fos Branch*	*THE BRITISH STEEL Co., MANCHES-TER, ENGLAND*	*WASHED MANGANESE ORE*	*in bulk 2100 cu. metres*	*29th July, 19...*	

279/c	*- ditto -*	*- ditto -*	*ZINC CONCENTRATE*	*in bulk 1565 cu. metres*	*15th August, 19...*	
211/N	*The United Machines Ltd., Fos*	*THE BRITISH AGRICULTURAL MACHINERY Co., GLASGOW*	*COTTON HARVESTING MACHINERY*	*375 cases*	*27th July, 19...*	

Bruno Schmidt
Master of the s.s. *"Montefiore"*
(Ship's stamp)

No.8

Port of London, 21 st November, 19...

TIME SHEET

s/s *"Orion"* GRT *10000*, NRT *8000*

Shipowners : *The Pacific Steam Navigation Co., Liverpool*

Charter Party dated: *1.10.19...*

Cargo : *4300 tons of india rubber*

Rate of loading/discharging : *900 tons per working day*

Arrived : November *14, 19..., 18.00 hrs.*

Notice accepted : *9.00 a.m., 15th November, 19...*

Berthed : November *14, 19..., 20.00 hrs.*

Tune to count from : *1.00 p.m. 15th November, 19...*

Loading/Discharging commenced : *November 15, 19..., 1.00 p.m.*

Completed : *November 19, 19..., 9.00 a.m.*

Allowed for Loading/Discharging : *4 days 18 hrs.*

Date & Days	Laydays	Time used	Time Saved	Operations
	days,hrs,min	days,hrs,min, days,hrs,min, ^		
Saturday 15th Nov., 19..., 3/4	- 5 -	- 5 -	- - -	Loading
Sunday, 16th Nov., 19...	- - -	- - -	- - -	-
Monday, 17th Nov., 19..., 2/3	- 13 -	- 13 -	- - -	Loading Rain 3 hrs.
Tuesday, 18th Nov., 19...	1 - -	1 - -	- - -	Loading
Wednesday, 19th Nov., 19...	1 - -	- 9 -	- 15 -	Completed loading at 9.00 a.m
Thursday, 20th Nov., 19...	1 - -	- - -	- 24 -	-
Friday, 21st Nov., 19...	1 - -	- - -	- 24 -	-
Total	4 18	2 3	2 15	

Time saved: *two days & 15 hours*
Master of the *s.s "Orion"*
Walter Drake

For & on behalf of Charterers:
N.S. Nielson
As Agents only

No.9

SHIPPING ORDER

Alexandria, 24th July, 19...

To the Captain or Mate of the m.v. "Elinor", loading for Baltic Sea ports.

Please receive from Messrs. The Egyptian Ministry of Supply (cargo is taken by special agreement only, and provided there should be room).

Marks & Numbers	Quantity	Description of Goods
M.H. Co. 11375	7,000 tons	Egyptian Rice "Mamsouh"

SAY : SEVENTY THOUSAND BAGS

Note : Second-hand bags. Single bags. Ship is not responsible for weight and condition of the bags and cargo.

per pro. *R.J Moss & Co., Ltd.,*
Moss Hutcheson Line, Ltd.,
(Signature)
As Agents

No.10

DISBURSEMENT ACCOUNT

To the Master and Owners of the *Swedish s.s "Scandinavian"* Entry No.372 Reg. tons gross 651. Tons. Reg. tons net 600 tons.

Arrived : *24th July, 19...,* from *The Baltic Sea.*

Sailed : *27 July, 19...,* to *The North Sea.*

No-s of Vouchers	Details	£	s.	d.
	To Port Charges, viz. :			
3	To Tonnage Dues : Inwards at *1d*	2	14	3
	To Tonnage Dues : Outwards	-	-	-
2	To Pilotage *at Plymouth*	7	10	8

4	To Quay Dues at *9d*	24	8	3
4	To Mooring & Unmooring	2	2	0
6	To Entering and Leaving the Harbour	6	0	0
	To Draft Exceeding *15d* It... in ... out.	-	-	-
	To Pilotage, Mooring & Unmooring at Shifting	-	-	-
	To Bill of Health	-	-	-
5	To Tugs at Shifting	30	0	0
	To Tugs in... at... : out... at...	-	-	-
4	To Fresh Water 100 tons at 3/-	15	2	8
	To manifest	-	-	-
	To Consular Fees	-	-	-
	To Entries Stamps & Petty Expenses :			
7	To Boats & Taxi Expenses	2	10	0
7	To Postage and Telegrams	2	15	0
9	To Ship Chandler's Account	219	13	7
8	To Cash to Master	641	10	0
4	To Customs Fees	-	-	-
	To Wharfage Dues on Fuel Supplied	1	5	0
	To Agency Fees in... out	127	10	0
	To Registration Dues	-	-	-
	To Despatch	-	-	-
	To Stevedores' a/c	-	-	-
	To .....% Insurance	-	-	-
	To .....% Extra Insurance	-	-	-
	To .....% Brokerage Commission	-	-	-

1	To Bunkers *21.64* tons at *281*/per t.	340	1	5
	Total £	1387	2	10

per pro. *The Anglo Shipping Co., Ltd.,*
O.K Gladstone (Manager)

E & O.E.

VOUCHERS TO THE ABOVE DISBURSEMENT ACCOUNT

Voucher I
Cory Building, Fenchurch Street,
Plymouth, 26th July, 19...

The Swedish Steamship Line,
per Anglo Swedish Shipping Co., Ltd.,
and Owners of the s.s "Scandinavian"
D[r] to Wm. CORY & SONS, LTD.

Date	Details	Amount		
26th July, 19...	To Gas Oil Bunkers Supplied to the above vessel at Plymouth 21,642 tons at £ 281 /-	304	1	5

Payment due on presentation of Invoice. Ship's receipt attached.

Wm. CORY & SONS, LTD.
N.L. Nielsen
Enclosure to Voucher I

SHELL COMPANY, LTD.

Receipt for Bunkers

26th July, 19...
Plymouth.

Received for use as bunkers on board the *Swedish s.s "Scandinavian"* the quantity of long tons *21,642 ex. lighter "Dragon"*

Grade of oil *Gasoil*	Temperature of oil *74oF*
Spec. Gravity *840 at 74oF*	Spec. Gravity at 60oF 845.2
Flashpoint *181oF*	Water *nil* %

Approximate Viscosity (Red. No.1 at 100oF) *35* seconds.

Captain : *J. Petersen*

Chief Engineer : *V. Larsen*

Shell Co. Representative : *Kernstone*

At my request the above-mentioned supply of bunker oil has been lightered alongside the vessel under my command for account of her Owners/Charterers, the extra cost chargeable to them for this operation being 4/- per tons, with a minimum charge of £20/-/-

J. Petersen
Captain

(one sample passed to Engineer)

Voucher 2

TRINITY HOUSE PILOTS

2 The Barbican, Plymouth

The Master of the *s.s "Scandinavian", Net Reg. Tons 600*

D^r to O.W. SHERLOCK
(Trinity House Pilot)

	£	s.	d.
To Piloting :			
On the *24th July*, from *sea* to *sound*			
Ship's draft of Water *15* ft. *0* ins.			
at 2/2 $\frac{1}{2}$ d. per ft	1	13	2
On the *25th July*, from *sound* to *roadstead*			
Ship's draft of Water *15 ft 0* ins.			
at 2/6 per ft	1	17	6
To Attendance : To Shipping Pilot	2	0	0
To Landing Pilot	2	0	0
Total £	7	10	8

(SAY SEVEN POUNDS STERLING TEN SHILLINGS & 8 d.)

J. Petersen
(Master's signature)

To *O.W. Sherlock*
Agents

Voucher 3

Harbour Office
2 The Barbican,
Plymouth,
25th July, 19...

Messrs. Cory & Strick, Ltd.
Present

To the CATEWATER HARBOUR COMMISSIONERS

19... July 25	Swedish s.s "Scandinavian" To Tonnage Dues : 651 tons at 1d. £	2	14	3
	Total £	2	14	3

per pro. CATEWATER HARBOUR COMMISSIONERS

L.S Nickson
(Act. Manager)

Voucher 4

The Cattedown Wharves, Plymouth,
25th July, 19...

Messrs. Cory & Strick, Ltd.,
Plymouth

In account with the CATTEDOWN WHARVES, LTD.,
Wharfingers & Warchousemen

Re Swedish s.s "Scandinavian"	Weight :			at per ton	£	s.	d.
	Tons	Cwt.	Lbs				
To Quay Dues	651			9d.	24	8	3

To Water Supplied	100			3/-	15	2	8
To Wharfage Dues on Fuel	25			1/-	1	5	0
To Labour, mooring & unmooring, attending and running away ropes, etc...	-			-	2	2	0
Total £					42	17	11

per pro. THE CATTEDOWN WHARVES, LTD.,

J. Gore
Agents

Voucher 5

Torpoint,
Plymouth, 26th July, 19...

The Captain and Owners of the s.s "Scandinavian"

D^r^ to W.J. REYNOLDS, LTD.

Admiralty, Trinity House and Corporation Contractors and Owners of Steam Tugs.

Date		£	s.	d.
19... July 25	To Towage from Plymouth Sound to Cattedown Wharves (2 Tugs)	20	0	0
July 26	To Towage from Cattedown Wharves to Plymouth Sound (1 Tug)	10	0	0
Total £		30	0	0

J. Petersen
(Master's Signature)
Received for the Owners by J.N. Fast

Voucher 6

3 Hoe Gardens,
Hoe Gate Street,
Plymouth, 26th July, 19...

The Captain and Owners of the s.s "Scandinavian"

D^r to WILLIAM HOLE

Boatman

Date		£	s.	d.
19... July 24	To Motor Boat attendance in Plymouth Sound	2	0	0
July 25	To Motor and Men mooring and unmooring at Cattedown Wharves	4	0	0
Total		6	0	0

J. Petersen
(Master's signature)
Wm. Hole
Boatmen

Voucher 7

Plymouth, *26th* July, 19...

The Captain and Owners of the s.s "Scandinavian"

D^r to CORY & STRICK, LTD.

Ship Agents

Date		£	s.	d.
19... July	To Hire of Taxis, visiting Agents, Custom House, Oil Suppliers, etc., To and from cattedown wharf	10	0	
	To Telegrams, Telephones and incidental expenses	2	15	0
Total £		5	5	0

J. Petersen
(Master's signature)
per pro. Cory & Strick, Ltd., (signature)

Voucher 8

Plymouth, *25th July, 19...*

RECEIVED from *Messrs. Cory & Strick, Ltd.*, the sum of *SIX HUNDRED AND FORTY-ONE POUNDS STERLING AND TEN SHILLINGS - pence cash for the crew of the s.s "Scandinavian"*

J. Petersen
Master

£ 641 :10:0
Telegraphic Address :
"James", Plymouth

Voucher 9

Plymouth, 27 July, 19...

The Captain and Owners of the s.s "Scandinavian"

D^r^ to JAMES MOLINARY

Ship Agent, Chandler & Commission Agent

To :	£	s.	d.
580 lbs Beef at 1/7 per lb	45	18	4
10 Bags New Potatoes at 32/- per bag	16	0	0
300 lbs Cabbages at 6d per lb	7	10	0
6 Boxes Smoked Kippers at 27/6 per bx	8	5	0
1000 lbs Melon at 8d lb	33	6	8
700 Lemons at 3/- per doz	8	15	0
100 lbs Carrots at 6d per lb	2	10	0

100 lbs Egg-Plants at 6d per lb	2	10	0
400 lbs Tomatoes at 10d per lb	16	13	4
96 Bchs Parsley at 4d per bch	1	12	0
48 Bchs Celery at 6d per bch	1	4	0
80 Cucumbers at 6d each	2	0	0
150 lbs Beetroots at 6d per lb	3	15	0
50 doz Green Peppers at 3/- per doz	7	10	0
25 Pkts Fresh Yeast at 3/6 per pkt	4	7	6
150 lbs Grapes at 9d per lb	5	12	6
35 doz Bananas at 3/- per doz	6	2	6
200 lbs Onions at 6d per lb	5	0	0
15 lbs Garlic at 3/- per lb	2	5	0
48 1/2 lbs Edam Cheese at 3/6 per lb	8	9	0
34 lbs Bologna Sausage at 5/6 per lb	9	7	0
10 lbs Apples at 2/- per lb	1	0	0
240 lbs Apples at 1/3 per lb	15	0	0
Food control & transport	5	0	0
Total £	219	13	7

J. Petersen
(Master's signature)
Victuals received on board the vessel
L.Franksen

N. Finlays
per pro. J. Molinary

No.11

PROVISION LIST

S/S "Morecombe" under the U.K. Flag arrived on March 25, 19..., berthed at the Commercial Wharf, Berth No.5.

		Unit	Required	Surplus on Board
	I. FRESH STORES			
1	Beef	lbs	400.0	
2	Mutton	"	100.0	
3	Pork	"	100.0	
4	Veal	"	50.0	
22	Ice	tons	5.0	
23	Eggs	doz.	100	
24	Celery	bunches	30	
33	Potatoes	cwl	40.0	
	II. SEA STOCK LIST			
34	Salt Beef	200 lbs barrels	4	
35	Salt Port	" " "	3	
46	Corned Beef	2's*	30	
47	Corned Beef	1's*	45	
48	Salmon	1's*	60	
49	Sardines	tins	100	
65	Gelatine	bottles	45	
66	Fruit Essences	jars	20	
67	Cinnamon	pkts	20	
	III. SPIRITS, WINES & MINERALS			

102	Brandy	case	20	
103	Lime Juice	gallons	100	
110	Mineral Waters	case	30	

Captain R.B.Gordon *Steward D. F. Bob*

* 2's = 2lbs tin - Hộp thiếc 2 pounds

1's = 1 lb tin - hộp thiếc 1 pound

Chú giải từ vựng

nil - *không có cái nào*
none - *không có ai*
hereinafter - *dưới đây (xem Bài Một, Chú giải cấu trúc và ngữ pháp, 1)*
mooring ropes - *cáp cột neo*
gangway - *cầu thang mạn, cửa mạn (để lên xuống)*
Master - *thuyền trưởng*
Chief Engineer - *máy trưởng*
Chief Mate - *đại phó*
Second Mate - *thuyền phó hai*
Second Engineer - *thợ máy hai*
B'swain (Boatswain) - *thủy thủ trưởng*
Ch. Stew. = Chief Steward - *người làm phòng trưởng (trên tàu)*
A.S. = Able Seaman - *thủy thủ hạng nhất*
O.S. = Ordinary Seaman - *thủy thủ hạng hai*
deck boy - *thủy thủ tập sự*
in bulk - *dưới dạng chở rời (hàng)*
balance - *số còn lại*,
Trinity House - *cơ quan quản lý hoa tiêu và hải đăng (Anh)*
second-hand bags - *bao cũ*
single bags - *bao đơn, bao một lớp*
Red. No.1 = Redwood No.1 - *độ nhớt Redwood số 1*

Chú giải cấu trúc và ngữ pháp

1. This 11th day of the month of May, 19... - Vào ngày 11 tháng năm, năm 19... này
2. as Agents only - chỉ với tư cách là người đại lý
3. Ditto (n): Trong bảng tính toán

4. D' to = debitor to - người ghi nợ với
5. say - viết bằng chữ
6. at - với giá
7. voucher - biên lai
8. E. & O.E. - errors and omissions excepted - ngoại trừ sai và sót.
9. Đơn vị tiền tệ của Anh :

   Các chữ viết tắt :

   £ = £ stg. - pound sterling - đồng bảng sterling

   s. = sh. - shilling - đồng si-linh

   d. pence (số nhiều) xu

   penny (số ít) xu

   1 pound = 20 shillings

   1 shilling = 12 pence

   Cách viết : bảng, si-ling và xu được viết cách nhau bằng dấu :, và cách viết khác là dùng dấu /. Xem các ví dụ sau :

£ 15:17:11 £ 3:11:0 £ 3:0:7 £ 0:12:0 £ 0:0:9

£ 15/17/11 £ 3/11/- £ 3/-/7 £ 12/ -9 hay 9d.

   Lưu ý :

   32/- có nghĩa 1 bảng 12 si-ling

   384/5 có nghĩa 19 bảng 4 si-ling và 5 xu.

APPENDICES - CÁC PHỤ LỤC

Appendix No.1

ENGLISH STANDARDS OF. WEIGHTS & MEASURES

Measures of Length :

1 Statute Mile	=	1760 yards	=	1.609 kilometres
1 Yard	=	3 feet	=	0.9144 metre
1 Foot	=	12 inches	=	30.48 centimetres
1 Inch	=	10 lines	=	2.54 centimetres

Nautical Measures :

1 League	=	3 nautical miles	=	5.5596 kilometres
1 Nautical Mile	=	10 cables ,	=	1.8532 kilometres
1 Cable	=	100 fathoms	=	183.00 metres
1 Fathom	=	6 feet	=	1.83 metres

1 Geographical Mile = 1° of Equator's are = 7.4204 kilometres

Measures of Liquids :

1 Galon	=	4 quarts	=	4.543 litres
1 Quart	=	2 pints	=	1.136 litres
1 Pint	=	4 gills	=	0.568 litre
1 Gill	=		=	0.142 litre

Dry of Corn Measures :

1 Bushel	=	1.2837 cu.ft.	=	36.347 litres
1 Quarter	=	8 bushels	=	290.781 litres

Measures of Weight :

Long-Ton Table :

1 Ton (long ton) = 20 cwt (hundred weight) = 2240 lbs
= 101605 kilogrammes

1 Cwt.	=	112 lbs (pounds)	=	50.8 kilogrammes
1 Pound (lb.)	=	16 ounces (oz)	=	0.4536 kilogramme

1 Ounce (oz.) = 16 drachms= 28.35 grammes

Short-Ton Table :

1 Ton (short ton) = 2000 lbs. = 907.2 kilogrammes

1 Cental or quintal = 100 pounds= 15.36 kilogrammes

Other Measures :

1 lb. per. sq. inch = 0.0703 kilogramme per square centimetre

1 h.p. (horse power) = 0.746 kilowatt

Appendix No.2

Handle with care	-	*Xếp dỡ cẩn thận*
Glass	-	*Đồ thủy tinh*
Fragile	-	*Hàng dễ vỡ*
Liquid	-	*Chất lỏng*
Top	-	*Đỉnh*
Bottom	-	*Đáy*
Not to drop Not to dropped	-	*Không được đánh rơi*
Not to be tipped Not to be turned	-	*Không được nghiêng*
Keep uprigh	-	*Giữ thẳng đứng*
Use rollers	-	*Dùng con làn*

To be rolled, not tipped - *Lăn chứ không nghiêng*

Heave here	-	*Nâng ở đây*
Hold with chain, not with hooks	-	*Giữ bằng xích, chứ không bằng móc*
Open here	-	*Mở ở đây*
Don't remove tarred cardboard	-	*Không gỡ giấy bìa có tẩm nhựa đường*
To be protected from cold	-	*Không để chỗ lạnh*

To be protected from heat	-	*Không để chỗ nóng*
Keep dry	-	*giữ ở nơi khô ráo*
Keep in a cold place	-	*giữ ở nơi lạnh*
Do not store in a damp place	-	*Không cất giữ nơi ẩm ướt*
Weight-gross, net, tare	-	*Trọng lượng- cả bì, tịnh, vỏ bao*

Appendix No.3

Subject to all charter party exceptions.	*- Phụ thuộc vào tất cả các biệt lệ của hợp đồng thuê tàu*
Subject to the terms and conditions of the carrier's Bill of Lading	*- Phụ thuộc vào các điều kiện và điều khoản của vận đơn của người vận chuyển*
Shipper's Count	*- Người gửi hàng chịu trách nhiệm kiểm đếm*
Number unknown	*-Không biết rõ số lượng*
Copy not negotiable	*- Bản sao không có giá trị giao dịch*
Packages on deck at shipper's risk	*- Những kiện hàng chở trên boong do người gửi hàng chịu rủi ro*
Not responsible for incorrect delivery from insufficiency of marks, numbers, or addresses.	*- Không chịu trách nhiệm đối với việc giao hàng không đúng do nhãn hiệu, số lượng hay địa chỉ không phù hợp*
Vessel not responsible for breakage or leakage of barrels	*- Tàu không chịu trách nhiệm đối với sự đổ vỡ hay rò chảy của các thùng*

This is shipper's specifications ; the carrier is liable to deliver according to leading marks only owing to the impracticability of tallying shop marks	*- Đây là quy cách hàng của người gửi ; người vận chuyển có trách nhiệm giao hàng theo nhãn hiệu nổi bật nhất chỉ vì sự không thể thực hiện được việc kiểm các nhãn hiệu phân xưởng.*
The bottoms of casks crushed	*- Các đáy thùng bị bẹp*
Barrels leaking, not full, empty	*- Các thùng bị rò chảy, không đầy, rỗng*
The casks are old and weak	*- Các thùng cũ và yếu*
The casks damaged during loading	*- Các thùng bị hư hại trong khi chất hàng*
The casks repaired	*- Các thùng đã có sửa chữa*
The hoops are somewhat shifted	*- Các vòng bị dịch chuyển một chút*
The covering weak, repaired, wet	*- Lớp vỏ bọc yếu, được sửa chữa lại, và bị ướt.*
Bags torn, dirty, clack, no full, empty	*- Các bao bị rách, dơ bẩn, kêu lách tách, không đầy, rỗng*
The bags are mended, weak and contents leaking	*- Các bao bị vá, yếu và hàng đựng bên trong bị rò chảy*
Marks are unclear, stained	*- Nhãn hiệu không rõ, bị hoen ố*
Some bales are wet and dirty	*- một số kiện hàng bị ướt và dơ bẩn*
Bales torn, cover torn, dirty, bales with hook holes	*- Các kiện hàng bị rách, vỏ bọc bị rách, dơ bẩn, các kiện hàng có những lỗ do móc*

The covering is torn	- *Vỏ bọc bị rách*
Covering shows signs of breaking up	- *vỏ bọc có những dấu hiệu đứt gãy*
The metal is covered with rust	- *Phần kim loại phủ lớp gỉ sét*
Five, ten pipes are bent	- *Năm, mười đường ống bị bẻ cong*
Covering rotten, contents is breaking forth.	- *Vỏ bao đã bị mục, hàng bên trong đổ chảy ra ngoài.*
Unprotected cargo, ship not responsible for breakage and bending.	- *Hàng hóa không được bảo quản, tàu không chịu trách nhiệm về sự đổ bể và cong nghiêng.*
Cases old, broken, repaired, renailed, stained, dented,. dirty, cases in bad condition apparently, damaged, ship not responsible for contents.	- *Các thùng cũ, bể, bị sửa chữa, đóng đinh lại, hoen ố, móp, dơ bẩn, các thùng trong tình trạng hư hỏng nặng, tàu không chịu trách nhiệm đối với hàng chứa bên trong.*
Loaded in wet weather.	- *Hàng được chất trong điều kiện thời tiết xấu*
Shipped on deck at shipper's risk and expenses.	- *Được vận chuyển trên boong do người gửi hàng chịu rủi ro và chi phí*
Ship not responsible for accident and mortality.	- *Tàu không chịu trách nhiệm đối với tai nạn và chết chóc.*

Appendix No.4

MISCELLANEOUS RADIOGRAMS

I. Telegrams advising about the departure from port of loading :

1. SS MORECOMBE REYOURTEL TENTHETS 071230 GMT = MASTER.

2. SS PRIMAVERA DEPART FROM SOUTHAMPTON 230830 GMT CARGO HOLD ONE 500 TONS RAILS HOLD TWO 2000 BARRELS CEMENT HOLD THREE 2000 BOXES ELECTRIC EQUIPMENT HOLD FOUR 2000 TONS MANGANESE ORE STOP WEATHER PERMITTING ETA YOUR PORT FOURTH JUNE = MASTER.

3. TANKER MONTEFIORE DEPARTURE 271630 GMT CARGO 7000 TONS FUELOIL PLUS TEN CENTIGRADE 3000 TONS DIESEL OIL ORIGINAL BLADING TO ORDER ABOARD ETA STOCKHOLM FIFTEENTH = MASTER.

4. TANKER HUBERT LEFT FELIXSTOWE 071630 GMT CARGO 10730624 KILOS FUELOIL MINUS FIVE CENTIGRADE = MASTER.

II- Telegrams informing about delay of arrival or passing through some intermediate point :

1. MT ORION ACCOUNT STORM MEDITERRANEAN ARRIVAL DELAYED TILL MONDAY = MASTER.

2. SS ELINOR OWING ENGINE TROUBLE ARRIVAL DELAYED TILL MONDAY = MASTER.

3. MT FERGUSON PASSED GIBRALTAR 201445 GMT ALL WELL = MASTER

4. TANKER DINARD PASSED DOVER 071245 GMT CARGO 11275375 KILOS FUELOIL PLUS 10 CENTIGRADE PLEASE RADIO FIRST DISCHARGING PORT = MASTER

III - Telegrams informing about expected time of arrival :

1. SS CASTLE ETA BOSPHORUS 210630 GMT PLEASE SEND PILOT = MASTER

2. TANKER QUEEN ELIZABETH II AMEND ETA 10930 REQUIRE PILOT TUG = MASTER.

3. MT FRANCONIA AMEND ETA PILOT STATION 140500 GMT PLEASE ARRANGE CREW ADVANCE 1500 POUNDS = MASTER

4. MY ARUNDEL CASTLE YOURTEL RECEIVED ETA 240500 GMT = MASTER

5. TANKER EDNA ETA 110300 GMT CARGO 16270 TONS CRUDE OIL = MASTER

6 MV WINDSOR CASTLE ARRIVING SUNDAY MORNING PLEASE ARRANGE CREW ADVANCE POUNDS 700 - MASTER

7. MT MORNING STAR AMENDED ETA 2300 TODAY STOP REQUEST BERTHING INSTRUCTIONS = MASTER

8. TANKER ORION ANCHORED OUTER ROAD 0930 GMT WAITING PILOT = MASTER

9. TANKER MONTEFIORE ETA FRIDAY NOON PLEASE SEND PILOT BLACK SEA TO MARMARA = MASTER

10. TANKER HUBERT ETA SEA PILOT STATION MIDNIGHT TENTH JANUARY DRAFT 28 FEET EVEN KEEL STOP REQUIRE CASH 5900 FRANCS LOCAL CURRENCY = MASTER

11. TANKER FIONA FESTIVAL OWING DENSE FOG ANCHORED VICINITY ELBE ONE 171030 GMT STOP ETA NYNASHAMN TWENTIETH MARCH PLEASE WIRELESS WHAT SORT FUELOIL TO DISCHARGE NYNASHAMN = MASTER

12. TANKER HUBERT OWING FOG STILL WAITING AT ANCHOR STOP PLEASE WIRE WHEN PILOT WILL ARRIVE = MASTER

13. MT ORION WAITING OUTER ROAD PLEASE WIRE APPROVE MATE TIME MOORING = MASTER

14. MT ORION WHAT TIME MOORING = MASTER

15. MT MONTEFIORE ETA 0300 LOCAL TIME APRIL 22 TRANSIT CRUDE OIL 11293 TONS FOR SUEZ STOP DRAFT FORE 27 FEET AFT 29 = MASTER

16. TANKER HELEN ETA DAYBREAK TOMORROW CARGO HEATED 50 CENTIGRADE DRAFT 28 FEET PLEASE SEND PILOT TUG = MASTER

IV- Telegrams ordering provisions, bunker, store :

1. SS ORIANNA AMEND ETA 041440 GMT REQUIRE ON ARRIVAL KILOGRAMS FRESH BEEF 700 FRESH MUTTON 400 FISH 100 POTATOES 20 SACKS BUTTER 200 FRESH VEGETABLES 200 PEACHES 300 PEARS 300 WIRE WHETHER YOU CAN SUPPLY = MASTER

2. SS NORTHERN CROSS' ETS TOMORROW NOON ETA 031730 GMT WIRE WHETHER YOU CAN SUPPLY BUNKER COAL 300 TONS FUELOIL 900 TONS FRESH WATER 300 TONS TO BE DELIVERED FOURTH AUGUST = MASTER

3. MT SHERATON REYOURTEL PROCEEDING NYNASHAMN PLEASE RADIO IF BOILER WATER AVAILABLE NYNASHAMN = MASTER

4. SS ELINOR ETA 071530 GMT URGENTLY REQUIRE ON ARRIVAL 1 1/2 INCH GALVANIZED PIPES 100 METRES TEES GALVANIZED SAME SIZE 300 HALF INCH BRASS PIPE 25 METRES WIRE WHETHER AVAILABLE = MASTER

5. MT FRANCONIA ETA 0730 TOMORROW PLEASE OBTAIN TWO COILS MOORING MANILLA ROPES TEN INCHES = MASTER

V- Telegrams arranging call of divers, surveyors, repair engineers, etc. :

1. SS MANITOBA ETA 171530 GMT PLEASE CALL SURVEYOR DIVER INSPECT HULL ON ARRIVAL = MASTER

2. TANKER FIONA FESTIVAL ETA FRIDAY NOON PLEASE ARRANGE REPAIR ENGINEER VÍSIT ON ARRIVAL = MASTER

3. TANKER ORION ETA 071630 GMT PLEASE INVITE SURVEYOR ON ARRIVAL CONNECTION GENERAL AVERAGE = MASTER

VI- Telegrams in connection accidents, collisions, stranding, fire, etc... :

1. SOS SS FREEMONT POSN 4019 N 5829 W SHIP ON FIRE FORWARD HOLDS BURNING FIRE GAINING RAPIDLY SHIPS PUMPS WENT OUT OF COMMISSION STOP LOWERED BOATS CREW = MASTER

2. MV EUROPE GOT STRANDED OFF LYMOUTH CREEK POSN 4415 N 6209 E CANNOT REFLOAT WITHOUT ASSISTANCE URGENTLY REQUIRE SHIPS IN VICINITY TO TOW ME OFF MY CALLING LETTERS GMTS = MASTER

3. MT LENA POSN 3714 N 2913 E MY ENGINES ARE DISABLED I AM DRIFTING REQUIRE IMMEDIATE ASSISTANCE FROM SHIPS IN VICINITY MY CALLING LETTERS FSNG = MASTER

4. SS PANES POSN 3412 N·2918 E HAVE SPRUNG A LEAK REQUIRE IMMEDIATE ASSITANCE = MASTER

5. SS THAMES 1730 GMT POSN 2412 N 3618 E PICKED UP YOUR DISTRESS CALL PROCEEDING YOUR ASSISTANCE = MASTER

6. TO ALL SHIPS ON RIVER SCHELDE SAAG TINGE DENSE FOG SHIP AGROUND NEAR BUOY 72 CAREFUL NAVIGATION = PILOT = MASTER

7. 1623 GMT FRENCH SHIP BOULOGNE ARTER COLLISION FINNISH SHIP CLIO BURNING IN POSITION

LIGHTVESSEL ELBE ONE STOP SHIP SINKING STOP ALL SHIP IN VICINITY GIVE RUSH ASSISTANCE = PILOT MASTER.

8. 121710 GMT FRENCH TANKER BOULOGNE BURNING IN POSITION LIGHTVESSEL ELBE ONE STOP SOME SHIPS SAVED 15 CREWMEMBERS STOP STILL MISSING TWO CREWMEMBERS AND TWO WOMEN STOP BOULOGNE STILL DRIFTING STOP ALL SHIPS ARE REQUESTED TO KEEP SHARP LOOKOUT AND REPORT TO DAC = PILOT MASTER.

9. GREEK TS ATHENS AT 0127 GMT ANCHORED POSITION 5136 N 0220 E AFTER COLLISION WITH UNKNOWN SHIP STOP NO IMMEDIATE DANGER STOP SHIPS IN VICINITY ARE WARNED TO KEEP WIDE BERTH = MASTER

10. SS CALTEX WELLINGTON MUMX 1023 GMT POSITION 4001 N 0937 W HEARD-FULL AUTOALARM SIGNAL QSA 5 ON 500 KCS AT 0943 FOLLOWED ONE MINUTE LATER BY SOS SENT SIX TIMES AND ABOUT 4 OR 5 UNINTELLIGIBLE CHARACTERS STOP NOTHING FURTHER HEARD = MASTER

11. MV LINILUETTER LEFT GERNEWZEN 110745 GMT BOUND ODENSE DENMARK VIA SKAGEN STOP SHIP DID NOT ARRIVE ODENSE UP TO NOW STOP NO WIRELESS STATION ABOARD STOP ALL SHIPS ON THIS ROUTE ARE REQUESTED TO KEEP SHARP LOOKOUT AND REPORT TO NORD DEUTCH RADIO.

12. XXX QUERNSEY FISHING BOAT LENGTH 20 FEET PAINTED LIGHT GREY WITH RED BOTTOM LEFT QUERNSEY 1300 HOURS 22 MAY WITH TWO MEN ON BOARD NOW OVERDUE STOP PORT LIFE BOAT OUT ON SEARCH IN VICINITY CHANNEL ISLANDS STOP PLEASE KEEP SHARP LOOKOUT AND REPORT TO DUC.

VII- Radiograms requesting medical assistance, conveyance of the sick, urgent operations :

1. CQ CQ REQUIRE URGENT MEDICAL ASSISTANCE HAVE DECKHAND BADLY INJURED DUE FALL STOP FLEASE WIRELESS WHETHER YOU HAVE SURGEON ABOARD STOP BRITISH SHIP DYMONT MY CALLING LETTERS UONP = MASTER.

2. HARBOUR MASTER FIUME

I HAVE PASSENGER SUFFERING ATTACK ACUTE APPENDICITIS URGENT OPERATION NECESSARY STOP WIRE IF MEDICAL ASSISTANCE YOUR PORT AVAILABLE = MASTER. BRITISH VESSEL THAMES CALL LETTERS UOHL.

3. HARBOUR MASTER FIUME

THANK YOU FOR TELEGRAM WILL ARRIVE OUTER ROAD TONIGHT STOP PLEASE ARRANGE MOTOR BOAT AMBULANCE TO CONVEY PATIENT HOSPITAL STOP BRITISH MOTORVESSEL THAMES = MASTER.

4. AGENT LIVERPOOL

SS OXUS ETA 150730 GMT STOP DURING VOYAGE ACCIDENT OCCURRED TWO PERSONS INJURED ONE HAVING COMPOUND FRACTURE THIGH URGENT OPERATION NECESSARY PLEASE ARRANGE AMBULANCE TO TAKE INJURED HOSPITAL DIRECTLY ARRIVAL = MASTER.

5. HARBOUR MASTER LEGHORN

BRITISH SS ANGELA CALLING LETTERS UOST HAVE TWO PASSENGERS SUFFERING BLOODY FLUX OWING FISH POISONING STOP PLEASE RADIO OF I MAY LAND MY SICK YOUR PORT FOR HOSPITAL TREATMENT = MASTER.

6. HARBOUR MASTER BATAVIA

BRITISH SS ELIZA HAD CASUALTY TWO MEN WOUNDED REQUIRE URGENT X RAYING POSSIBLY OPERATION STOP PLEASE RADIO WHETHER I MAY DISEMBARK MY WOUNDED YOUR PORT FOR HOSPITAL TREATMENT STOP MY CALLING

LETTERS UJHN PRESENT POSITION VICINITY BILLITON ISLAND = MASTER.

7. TO ALL SHIPS IN VICINITY

BRITISH TANKER ORION CALLING LETTERS UNPA ACCIDENT OCCURRED ONE DECKHAND HAS EYE WOUND URGENT MEDICAL ASSISTANCE REQUIRED PLEASE RADIO IF YOUR VESSEL CARRIES OCCULIST = MASTER.

Appendix No.5

PORT REGULATIONS, ORDINANCES AND CIRCULAR LETTERS IMPOSING OBLIGATION ON THE CAPTAIN, HIS CREW AND SHIP, CARGO DOCUMENTS AND CONTRACTS

I

TANK STEAMER VOYAGE CHARTER PARTY

LONDON, 8th April, 19...

OIL
TANK STEAMER
MURDS TONE & CURTSEY, Ltd.
182, Gracechurch Street,
LONDON, E.C.3
Tel, Add :
"MURDSTONE, LONDON"
Phone : MANSION HOUSE 3421-2

It is this day mutually agreed between *The Pacific Steam Navigation Co. of Liverpool,* Owners of the good *British* Tank Steamer, called the *"Hubert" or similar substitude of 3,942* tons net register, having a capacity of 10,500 tons of Oil, *5% more or less at Owners' option* and *classed Highest Lloyd's Register of shipping now trading and Messrs. Schmidt & Co., Ltd, Charterers of Frankfurt am Main.*

1. That the said Steamship being light, staunch and strong, and in every way fitted for the voyage, and to be maintained in such condition during the voyage, perils of the sea excepted, shall, with

all convenient despatch, sail and proceed to *Bandar Abbas* or so near thereunto as she may safely get (always afloat) and there load from the factors of the said Charterers a full and complete cargo of *Light Fuel Oil similar to Gasoil* in bulk, not exceeding what she can reasonably stow and carry over and above her Tackle, Apparel, Provisions and Furniture (sufficient space to be left in the Expansion Tanks to provide for the expansion of the cargo), and being so loaded shall therewith proceed *(as per Clause 30)* direct to *one port Antwerp-Hamburg range, on the Continent, both ports inclusive, at Charterers' option,* or son near thereunto as she may safely get (always afloat), and deliver the same on being paid Freight at and after the rate of 30/4d.+60% *(Thirty shillings and Fourpence plus Sixty per cent) if vessel discharges at one port in the Netherlands or Belgium ; 31/11d.+60% (Thirty-one shillings and Elevenpence plus Sixty per cent) if vessel discharges at one port in F.R.G.* per ten of 20 cwts. of Oil intake quantily.

2. The Freight to be payable *in London in transferable Sterling before breaking bulk of the cargo, to Eastland Bank, Ltd. in favour of The Pacific steam Navigation Co- of Liverpool* in cash, without discount, less any advances made to the Captain at port of loading and cost of insurance thereon. Cash to be advanced if required for disbursements at port of discharge at current rate of Exchange.

3. The dues and other charges upon the cargo shall be paid by the Charterers, and the dues and other charges upon the Steamer shall be paid by the Owners.

4. The cargo shall be pumped into the Steamer at the expense, risk and peril of the Charterers, and pumped out of Steamer at the expense of the Steamer, but at the risk and peril of the charterers, and pumped out of the steamer at the expense of the steamer, but at the risk and peril of the Steamer as far as the rail only. The Steamer to supply her pumps and the necessary steam in all ports in all ports where the regulations permit of fire on board, as well as the necessary hands. If fires not allowed on

board Charterers to find steam at their expense for loading and discharging purposes.

5. *144* running hours (Sundays and Holidays excepted), weather permitting, shall be allowed the Charterers for loading and discharging, the Charterers, having the right of loading and discharging during the night paying all extra *shore expenses only.*

6. The Steamer shall load and discharge at a place or at a dock or alongside lighters reachable on her arrival, which shall be indicated by the Charterers, and where she can always lie afloat, any lighterage being at the expense, risk and peril of the Charterers. Charterers have the right of shifting the Steamer at ports of loading or discharge from one loading or discharging berth to another on payment of all expenses incurred.

7. The laying days shall commence from the time the Steamer is ready to receive of discharge her cargo, the Captain giving six hours' notice to the Charterers' Agents, berth or no berth.

8. The demurrage shall be payable at the rate 640.0.0 per running day or pro rata for part of a day, but if by accident a delay shold take place at port of loading or discharge by fire or a breakdown of machinery of Charterers, the rate of demurrage shall be reduced to 320.0.0 per running day or pro rata for part of a day for the time so lost.

9. The Act of God, Perils of the Sea, Fire, Barratry of the Master and Crew, Enemies, Pirates, Assailling Thieves, Arrests and Restraints of Princes, Rulers of People, Collisions, Stranding, and other accidents of navigation excepted, even when occasioned by negligence, default, or error in judgment of the Pilot, Master, Mariners, or other Servants of the Shipowners, Ship not answerable for losses through Explosions, Bursting of Boilers, Breakage of Shafts, or any latent defect in the Machinery or Hull, not resulting from want of due diligence by the Owners of the Ship, or any of them, or by the Ship's Husband or Manager. The Vessel has liberty to call at any ports in any order, to sail without Pilots, and to tow and assist vessels in distress, and to deviate for the purpose of saving life or property.

10. Should the Charterers be unable to supply a full and

complete Cargo, the Steamer shall not be required to proceed to sea until such of her tanks are filled so as to place her in seaworthy condition, and the freight shall always be paid as if the Steamer were loaded with a full and complete Cargo.

11. Owners to have an absolute lien upon the Cargo for all Freight, Dead Freight, Demurrage and costs of recovering same.

12. The Steamer to have leave to tow or to be towed, and to assist vessels in all positions of distress, or to call at any port or ports for Fuel supplies.

13. This contract shall be governed by the laws of the Flag of the Steamer carrying the goods, except in cases of average or general average when same to be settled *in London* according to the York/Antwerp Rules, 1974.

14. In case port of loading or discharge should be inaccessible owing to ice, the Steamer shall proceed to the nearest safe and open accessible port, and notify her arrival there by telegraph to the Charterers or Consignees of the Cargo, who are bound to telegraph orders for another port (at their option), which is free from ice, and where there are facilities for loading or receiving the Petroleum in bulk. The whole of the time occupied from the time the Steamer is stopped by ice until her arrival at the final port of loading or discharge respectively shall be paid for by Charterers at the rate of 640.0.0 per running day, or pro rata for part of a day.

15. If on Steamer's arrival off the port of loading or discharge there is danger of the Steamer being frozen in, the Captain shall communicate with the Charterers by telegraph, who will telegraph him in reply, giving orders to proceed to one of the other ports mentioned above, where there is no danger of ice, and where there are necessary facilities for the loading and reception of Oil in bulk, or to remain at the original port at their risk, and paying for the time that the Steamer may be detained at the rate of 640.0.0 per running day, or pro rata for part of a day.

16. The Captain is bound to keep the tanks, pipes and pumps of the Steamer always clean *as per Clause 26.* The Steamer is not to be responsible for any consequences arising through Charterers shipping different lands of Oil. The Steamer is not to be accountable for leakage.

17. Should the Charterers send the Steamer to any port where there is quarantine, time to count for every hour the Steamer is detained, and Clause 8 to come into operation when all the lay-days granted by this charter Party have been consumed ; but should the quarantine only be declared whilst the Steamer is on passage to the port, they are not to be liable for the delay caused by such quarantine.

18. Any dispute arising during execution of this Charter Party shall be settled in London, Owners and Charterers each appointing an Arbitrator-Merchant of Broker and the two thus chosen, if they cannot agree, shall nominate a third Arbitrator - Merchant or Broket - whose decision shall be final. Should one of the parties neglect or refuse to appoint an Arbitrator within twenty-one days after receipt of request from the other party, the single Arbitrator appointed shall have the right to decide alone, and his decision shall be binding on both parties. For the purpose of enforcing awards this agreement shall be made a Rule of Court.

19. Penalty for non-performance of this Contract shall be based upon estimated amount of damages, and cost of recovering same.

20. Steamer to be addressed to Owners' Agents at ports of loading and discharge for Custom House business, *except at Netherlands port, where vessel in to be consigned to Messrs. N.V.Beam.*

21. Lay-days not to commence before *20th April, 19...,* unless with Chartereres' sanction. 22. Should Steamer not be ready to load by the *5th May, 19....* Charterers to have the option of cancelling this Charter.

23. Owners guarantee that Steamer's last two Cargoes before loading under this Charter Party will have consisted of *Clean Petroleum Products.*

Clauses 24 to 31 inclusive, as attached hereto, are incorporated in this Charter Party.

For and on behalf of
International Shipping Ltd.
Acting as Agents for the Owners
The Pacific steam Navigation
Co., Liverpool.
M. Gavin
D.Craig
As Agents only

For and on behalf of Charterers
by authority received from
SCHMIDT & Co.Ltd
Frankfurt am Main
Murdstone & Curtsey Ltd.
Director (signature)
As Agents only

SUPPLEMENT TO TANK STEAMER VOYAGE CHARTER PARTY

24. For "steamer" read "motor vessel" in this Charter Party.

25. Iranian taxes, if any, to be for Charterers' account.

26. With further reference to Clause 16, Owners undertake to clean vessel's tanks, pipes and pumps in their time and at their expense, to Charterers' Inspector's satisfaction at Bandar Abbas.

27. Owners to give Shippers ten days' notice of readiness at loading port.

28. Vessel's draft on leaving Bandar Abbas not to exceed 28 feet.

29. Owners to give Charterers ten day's notice of vessel's expected arrival at loading and discharging ports. Furthermore, Master to advise Charterers telegraphic address Schmidt Frankfurt am Main - his sailing from loading port, also to give the quantity loaded and expected time of arrival at discharging port. A similar cable to be sent to Johans Hamburg.

30. Discharging orders to be given by Charterers either on

signing Bills of Lading or at their option, latest on vessel's passing Gibraltar.

31. Chamber of Shipping War Risks Clause 1, 2, 3 Both to Blame Collision Clause, New Jason Clause and Clause Paramount, as attached hereto, are incorporated in this Charter Party.

I- War Risks Clauses

1. The Masker shall not be required or bound to sign Bills of Lading for any blockaded port or for any port which the Master or Owners in his or their discretion consider dangerous or impossible to enter or reach.

2. (A) If any port of discharge named in this charter party or to which the vessel may properly be ordered pursuant to the terms of the Bills of Lading be blockaded, or

(B) if owning to any war, hostilities, warlike operations, civil war, civil commotions, revolutions, or the operation of international law (a) entry to any such port or discharge of cargo intended for any such port be considered by the Master or Owners in his or their discretion dangerous or prohibited or (b) it be considered by the Master or Owners in his or their discretion dangerous or impossible for the vessel to reach such discharging port-the cargo or such part of it as may be affected shall be discharged at any other safe port in the vicinity of the said port of discharge as may be ordered by the Charterers (provided such other port is not blockaded or that entry thereto or discharge of cargo thereat is not in the Master's or Owners' discretion dangerous or prohibited). If no such orders be received from the Charterers within 48 hours after they or their agents have received from the Owners a request for the nomination of a substitute discharging port, the Owners shall then be at liberty to discharge the cargo at any safe port which they or the Master may in their or his discretion decide on and such discharge shall be deemed to be due fulfillment of the contract or contracts of affreightment so far as cargo so discharged is concerned. In the

event of cargo being discharged at any such other port the Owners shall be entitled to freight as if the discharge had been effected at the port or ports originally designated or to which the vessel may have been ordered pursuant to the terms of the Bills of Lading. All extra expenses involved in reaching and discharging the cargo at any such other port shall be paid by the Charterers and/or Cargo Owners, and the Owners shall have a lien on the cargo for freight and all such expenses.

3. The vessel shall have liberty to comply with any directions or recommendations as to departure arrival, routes, ports of call, stoppages, destination, zones waters, delivery or in any other wise whatsoever given by the government of the nation under whose flag the vessel sails or any other government or local authority including and de facto government or local authority or by any person or body acting or purporting to act as or with the authority of any such government or authority or by any committe or person having under the terms of the war risks insurance on the vessel the right to give any such directions or recommendations. If by reason of or in compliance with any such directions, or recommendations, anything is done or is not done such shall not be deemed a deviation.

If by reason of or in compliance with any such direction or recommendation the vessel does not proceed to the port or ports originally designated or to which she may have been ordered pursuant to the terms of the Bills of Lading, the vessel may proceed to any safe port which the Master or Owners in his or their discretion may decide on and there discharge the cargo. Such discharge shall be deemed to be due fulfilment of the contract or contracts of affreightment and the Owners shall be entitled to freight as if discharge had been effected at the port or ports originally designated or to which the vessel may have been ordered pursuant to the terms of the Bills of Lading. All extra expenses involved in reaching and discharging the cargo at any such other port shall be

paid by the Charterers and/or Cargo Owners, and the Owners shall have a lien on the cargo for freight and all such expenses.

II. Both to Blame Collision Clause

If the liability for any collision in which the vessel is involved while performing this Charter Party falls to be determined in accordance with the laws of the United State of America, the following clause shall apply :

Both to Blame Collision Clause

"If the ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the master, mariner, pilot or the servants of the carrier in the navigation or in the management of the ship, the owners of the goods carried hereunder will indemnify the carrier against all loss or liability to the other or non-carrying ship or her owners in so far as such loss or liability represents loss of or damage to or any claim whatsoever of the owners of the said goods, paid or payable by the other or non-carrying ship or her owners to the owners of the said goods and set off, recouped or recovered by the other or non-carrying ship or her owners as part of their claim against the carrying ship or carrier.

The foregoing provisions shall also apply where the Owners, Operators or those in charge of any ship or ships or objects are at fault in respect to a collision or contact". And the charterers shall procure that all Bills of Lading issued under this Charter Party shall contain the same clause.

III. General Average and the New Jason Clause

General Average shall be payable according to the York/Antwerp Rules, 1974, but where the adjustment is made in

accordance with the law and practice of the United States of America, the following clause shall apply :

New Jason Clause

"In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the carrier is not responsible, by statute, contract or otherwise, the goods, shippers, consignees or owners of the goods shall contribute with the carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the goods.

If a salving ship is owned or operated by the carrier, salvage shall be paid for as fully as if the said salving ship or ships belonged to strangers. Such deposit as the carrier or his agents may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the goods, shippers, consignees or owners of the goods to the carrier before delivery". And the charterers shall procure that all Bills of Lading issued under this Chater Party shall contain the same clause.

IV. Paramount Clause

All Bills of Lading issued under this Charter Party shall contain the following Clause Paramount :

"If the contract of carriage herein contained is a contract of carriage to which the Norwegian Act dated 28/1/1938 to enforce the International Convention relating to Bills of Lading dated 25/8/1924 or other similar legislation giving statutory effect to the Brussels Convention of October 1922, for the unification of certain rules relating to Bills of Lading applies by reason of the port of shipment

being in territory in which the said Act or other similar legislation is in force, this Bill of Lading shall have effect subject to the provisions of the said Act or other similar legislation as the case may be, which shall be deemed to be incorporated herein and nothing herein contained shall be deemed to be a surrender by the carrier of any of his rights or immunities under the said Act or other similar legislation or of any of his responsibilities or liabilities under the said Act or other similar legislation. If any term of this Bill of Lading be repugnant to the said Act or other similar legislation as so incorporated, such terms shall be void to that extent but no further".

II

AVERAGE BOND

Whereas the Ship or Vessel called the "Phyllis", whereof G.A.Edwin is Master on a voyage of the *13th of May, 19...*, from *Jeddah to Malmo-Limhamn*, as is alleged by the Carrier, sustained damage or loss and incurred expenditure which may be allowed as General Average, WE, the Undersigned Consignees of Goods (or their Agents on their behalf) HEREBY UNDERTAKE in respect of the Goods as per Bills of Lading enumerated hereunder :

1. to declare the value of Goods ;

2. to furnish the Bureau of Adjusters at the U.K. Chamber of Commerce in London, with all necessary documents, papers and information ;

3. to pay General Average Contribution due according to the Average Statement issued by the Adjuster at the U.K. Chamber of Commerce in London.

Nos.of Bills of Lading	Description of Cargo	Number of packages	Weight	Value	Note
	Fuel Oil + 10°C	Bulk	kilos 10929004	Sw.Crs 543,454.38	

Damage and loss of cargo excepted

"1st" day of June, 19...

City *of Stockholm*

Signature of Consignees : AB *Nynas-Petroleum, Yanse, Director.*

Legal address of Consignees : *Malmo, Vastra Hamngatan 27.*

We, the undersigned, Insurers of the above cargo, hereby guarantee the payment of the General Average Contribution.

The Sirius Insurance Company, Limited
Marine Insurance Department
H.Andersen Manager

Stockholm, June 2,19...

III

LLOYD'S AVERAGE BOND

An Agreement made this *eighteenth day of November, 19...* between *The Cypriot Steamship Line*, Owner of the Ship or Vessel, called the "Gilbert", of the first part, and the several Persons whose names or Firms are set and subscribed hereto being respectively consignees of Cargo on board the said Ship, of the second part.

WHEREAS the said Ship lately arrived in the Port of *Antwerp* on a voyage from *Piraeus* and it is alleged that during such voyage the vessel met with a casualty and sustained damage and loss and that sacrifices were made and expenditure incurred which may form a Charge on the Cargo or some part thereof or be the subject of

a salvage and/or a general average contribution but the same cannot be immediately ascertained and in the meantime it is desirable that the Cargo shall be delivered NOW THEREFORE THESE PRESENTS WITNESS and the said Owner in consideration of the argeement of the parties hereto of the second part hereinafter contained hereby agrees with the respective parties hereto of the second part that he will deliver to them respectively or to their order respectively their respective consignments particulars whereof are contained in the Schedule hereto on payment of the freight payable on delivery if any and the said parties hereto of the second part in consideration of the said Agreement of the said Owner for themselves severally and respectively and not the one for the others of them hereby agree with the said Owner that they will pay to the said Owner of the said Ship the proper and respective proportion of any salvage and/or general average and/or particular and/or other charges which may be chargeable upon their respective consignments particulars whereof are contained in the Schedule hereto or to which the Shippers or Owners of such consignments may be liable to contribute in respect of such damage, loss, sacrifice, or expenditure and the said parties hereto of the second part further promise and agree forthwith to furnish to the Owner of the said Ship a correct account and particulars of the value of the goods delivered to the respectively in order that any such salvage and/or general average and/or particular and/or other charges may be ascertained and adjusted in the usual manner.

This addition to be made to the Agreement in those cases which justify the Shipowner in asking for a DEPOSIT

AND WHEREAS at the request of the owner of the said Ship the parties hereto of the second part have respectively deposited or agreed to deposit in the Bank of... in the joint names of... nominated on behalf of the said Owner and... nominated no behalf of such Depositors (which persons are hereinafter called "The

Trustees") the sum of... per cent, on the amount of the estimated value of their respective interests NOW IT IS HEREBY further agreed that the sum so deposited by the said parties respectively shall be held as security for and upon trust for the payment to the parties entitled thereto of the salvage and/or general average and/or particular and/or other charges payable by the said parties hereto of the second part respectively as aforesaid and subject thereto upon trust for the said Depositors respectively.

This addition to be made when ad interim payments may have to be made by the Trustees.

PROVIDED ALWAYS that the Trustees may from time to time pending the preparation of the usual Statement pay to the said Parties of the first part in respect of the amounts which may ultimately be found due from the said Depositors respectively and pay or refund to the parties hereto of the second part or any of them in respect of the amounts which may ultimately be found due to them such sums out of the said deposits as may from time to time be certified by the Adjuster or Adjusters who may be employed to adjust the said salvage and/or general average and/or particular and/or other charges to be a proper sum or proper sums to be advanced by the Trustees on account of the said amounts AND IT IS HEREBY DECLARED AND AGREED that any payment or payments on account which shall be made by the Trustees under or in accordance with the Statement or in pursuance of any Certificate to be made or given by the said Adjusters as aforesaid shall discharge such Trustees from all liability in respect of the amounts so paid and it shall not be necessary for them to inquire into the correctness of the Statement or Certificate PROVIDED ALWAYS that the deposits so to be made as aforesaid shall be treated as payments made without prejudice and without admitting liability in respect of the said alleged salvage and/or general average and/or particular and/or other charges and as though the

same had been made by the Depositors respectively for the purpose only of abtaining delivery of their goods and in like manner all amounts returned by the Trustees to the Depositors shall be received by the latter without prejudice to any claim which the Master of Owner of the said Ship may have against them respectively. And nothing herein contained shall constitute the said Adjuster or Adjusters an arbitrator or arbitrators or render his or their Certificate or Statement binding upon any of the parties.

IN WITNESS whereof the owner of the said Ship or Vessel or its Master or Agent on behalf of the Owner and the parties hereto of the second part have hereunto set their hands or firms the day and year first above written.

Witness to the signature of

FURNESS' SHIPPING & AGENCY Co.

R.Gotier

As Agents
Per pro. S.*Johnson*

SCHEDULE

No of Bill of Lading	Description and Quantity of Cargo	Signature and Address of Consignee	With to Signature of Consignees N.B. Witnesses must add their addresses and occupations
B/L *Nos 1-14*	KARASEA REDWOOD SAWN GOODS 1898.006 Stds	J.JANSSENS & J. VAN NOTEN, Kempish dock, W.K.37, ANVERS	

IV

BOOKING NOTE

INTERNATIONAL SHIPPING LTD.

31 Goodge Street, London EC494EE BOOKING NOTE No.727
Telegr.address : Intershpg-London
Telephone : 071 583 6119

1. It is hereby agreed between *The Pacific steam* Navigation *Co., Liverpool, England.*

The Pacific Steam Navigation Co., Liverpool, England, hereinafter called the Carrier, and *Messrs,* Jamnadas Taghor & Co.,

Bombay, India, hereinafter called the Merchant that the Carrier shall reserve space for, and the Merchant shall ship the following goods : 10,00 *metric tons, 5% more or less, of OILCAKES* GROUNDNUTS (description of cargo) *EXTRACTIONS in bags* in the m/s "London" (name), the Carrier having the right (but no obligation) to substitution and transshipment according to the provisions of clause 23 of regular B/Lading form KI-61 from *Bombay* (loading port), India (or so near thereunto as the vessel may safely get and lie always afloat) to *Copenhagen, Denmark* (discharging port).

2. Loading time shall be about liner terms.

3. Agreed freight at the rate of 80 - *(say eighty shilings) per 1 metric to* payable at destination / prepayable

4. Terms of loading/discharging *as per liner terms*

5. The Merchants' Representatives at loading port are *Messrs. Jamnadas Taghor* (name) *& Co., 172 Main Street, Bombay* (full address), *India.*

JAMNADAS BOMBAY K-7-27-45

(telegraphic address) (telephone)

6. Booking Commission or other types of commission 5% *due to Brokers, Messrs.Johnson & Co.*

7. Terms and currency of payment *Freight prepaid in English pounds sterling.*

8. The Carrier's regular form of Bill of Lading KI-61 shall be used. All other terms, conditions and exceptions contained in the Carrier's regular Bill of Lading form KI-61 are deemed to be incorporated herein and form part of this Contract, including clauses 26 and 27 of the said B/L.

Bombay, India, 27th January,19.

(date and place of signature)

For and on behalf of the Merchant :

Jamnadas Taghor & Co.,

P.N.Radge

Acting Manager

For and on behalf of Carrier :

International Shipping Ltd.

(as agents only)

V.Arthur

Master of the m/s "London"

AFORM OF RESERVATION MADE IN BOOKING NOTES.

Clauses 9-11 as attached herewith are mutually agreed upon and deemed to be incorporated in this Booking Note to form part of same :

9. The Carrier assumes no responsibility for the absence of or insufficiency of identity papers (visas, passports, permits, passes, etc.) granted to the live stock attendants ; these documents to be provided by the Merchants (Charterers, Shippers, Consignees). * In case of delay in delivery of the carried animals resulting therefrom the Merchants (Charterers, Shippers, Consignees) * undertake to indemnify the Carrier for all losses and material damage caused.

10. The carrier is not responsible for disease or death of carried animals.

11. Fresh water for the live stock to be supplied aboard the

vessel for the Merchants' (Charterers, Shippers, Consignees) * account. The carrier undertakes to call at the ports of..... for replenishing supplies of fresh water for the animals aboard. All expenses connected therewith as well as indemnity for calling at the above-mentioned ports to be paid by the Merchants (Charterers, Shippers, Consignees)[1] and for their own accounts. The Merchants (Charterers, Shippers, Consignees) to secure timely supply of the water in the above ports.

VI

LETTER TO THE AGENTS REPUDIATING CLAIMS FOR PAYMENT OF BILLS UNDER BOOKING NOTES

The port of..... 19.....
(date)

Messrs....., Ship Agents,
the port of.....

Dear Sirs,

I should like to bring to your attention the fact that the carriage of goods under Booking Note No..... dated..... was fixed on the FIO/FIOS/FIOT * basis.

Therefore, all the expenses for handling these goods are to be borne by the Merchants (Charterers, Shippers, Consignees) * and I shall accept no bills connected therewith.

Yours faithfully,
(signature)
Master of the s/s.....

(1) * Detete words inapplicable

VII

LETTER TO THE AGENTS REQUESTING BANKER'S GUARANTEE FOR PAYMENT OF FREIGHT UNDER BOOKING NOTE

the port of.....19...
(date)

Messrs....., Ship Agents,
the port of.....

Dear Sirs,

Re : 5.000 new Jute bags, as per Booking Note No....
dated..... by the s/s.....

Confirming our today's conversation with the Consignees' representative, Mr..., I beg to inform you that I have telegraphic instructions from my Owners, The Pacific Steam Navigation Co. to deliver the above cargo against Banker's guarantee for payment of freight due under this shipment.

In this connection I would kindly request you to contact the Consignees, Messrs....., and ask them to give us an appropriate Bank's Letter of Guarantee in favour of my Owners for the amount of...

On receipt of this guarantee I shall immediately start discharging the cargo in question.

Yours faithfully,
(signature)
Master of the s/s....

VIII

ORDER FOR SHIFTING THE VESSEL TO ANOTHER BERTH

GAMAL SAID * Co.,Ltd.
SHIP'S AGENTS

Port Thewik, 14.9.19...

The Master

M/T CASTLE

Suez Roads.

Dear Sir,

Please note that the vessel under your command will the shifted at 7.00 on the 15.9.19... from SUEZ ROADS to Shell Jetty No.2.

The Pilot Flag should be hoisted at least one hour before the time of the move (P.T.Flag).

Kindly acknowledge receipt of this letter by signing the attached duplicate.

Yours faithfully,
(signature)

IX

GALLEY FIRE DECLARATIONS

a) in case the ship is equipped with electric type galley stove

S/S or M/V "Castle"
MINA AL AHMADI
Date *27th April, 19...*

This is to certify that galley fires on this vessel under my

command are of the approved electric type and therefore not subjected to the normal galley fire restriction as set out hereunder.

J.Thomas

b) in case the ship is equipped with an ordinary open fire stove

S/S or M/V "Castle"
MINA AL AHMADI
Date *27th April, 19...*

This is to certify that all galley fires are extinguished and will not be relit until the vessel has unberthed from the Jetty/Submarine Berth.

I fully understand that any infringement of this regulation renders me liable to imprisonment for a period not exceeding two years and/or a fine not exceeding Rupees 1500.

J. Thomas Master

Copy to : Chief Steward for information.

Note : - This form to be presented to the Master or, in his absence, the Chief Officer for Signature by Loading Operator immedilately prior to the commencement of loading and loading is not to commence until Loading Operator is in possession of same duty signed.

X

NOTICE TO MASTERS PROHIBITING DISCHARGE OF DIRTY BALLAST IN KUWAIT TERRITORIAL WATERS

NOTICE TO MASTERS OF ALL OIL TANK VESSELS LOADING AT THE PORT OF MINA AL AHMADI OF THE KUWAIT OIL COMPANY, LTD.

In order to protect the amenities of the population of the State of Kuwait in general, and the interests of the local fishermen in

paticular, you are requested to note that the discharge of dirty ballast in Kuwait territorial waters is strictly prohibited (Oil in Navigable Waters Act, 1925). Should your tanks, pipelines, etc. not have been thoroughly washed clean with sea water and should thereby any possibility of pollution of the Kuwait shore or waters exist, you must proceed to sea and take such steps as will ensure that only clean ballast will be discharged while at anchor or at the mooring berth.

You are, moreover, required to take all precautions to minimize oil spillage during the period your vessel is at the port or at anchor.

XI

WARNING TO THE SHIP'S CHIEF ENGINEERS AS TO BUNKERING OPERATIONS AT TRINIDAD

The United British Oilfields of Trinidad, Limited

To Ship's Engineers

WARNING

It is urgently requested that Ship's Engineers, in charge of bunkering operations, do not close valves on board without first giving ample warning to the attendant ashore, who is in constant touch with the Main Installation or attendant on Lighter alongside.

Any instructions from the Ships' Engineers such as "Ease down", "Increase pressure" or "Stop" will immediately be carried out and will avoid excessive pressure on the pipeline, which may cause be hoses to burst.

Any overflow of oil on board will be the responsibility of the Vessel taking bunkers if this warning is ignored.

XII

REGULATIONS FOR LOADING DANGEROUS PETROLEUM PRODUCTS AT THE MINA AL AHMADI TERMINAL

Kuwait Oil Company, Limited
Mina Al Ahmadi Terminal

Notice to Captains of Tankers

REGULATIONS FOR LOADING DANGEROUS PETROLEUM PRODUCTS

It is essential for the safety of the Company's Installation as also for Tankers, that a competent officer should always be on duty at a point near the ship's tanks which are receiving oil during the process of loading and notice is hereby given that the Company's Staff have received instructions to stop loading immediately whenever this rule is disregarded.

XIII

NOTICE TO MASTERS AS TO THE DUTIES OF THE LOADING OPERATOR AT THE MINA AL AHMADI TERMINAL

Kuwait Oil Company, Limited
Mina Al Ahmadi Terminal

25th August, 19...

The Master,
S.S./M.V. "Elinor"
At MINA AL AHMADI

Dear Sir,

The Loading Operator, who has now boarded the vessel under your command, will act as the official Liaison Officer between your ship and the shore installation and remain in contact throughout the loading.

During these operations he will be glad to give you every assistance where his knowledge of the installation operating procedure can be of service to you. In this connection you will readily appreciate, of course, that while it is our desire to assist you in every way to effect the safe and prompt despatch of your vessel, neither the Loading Operator nor the Kuwait Oil Company, Limited, can assume any responsibility for the safe execution of loading operations on board.

Yours faithfully,
For KUWAIT OIL COMPANY,
LIMITED
SUPERINTENDENT
MARINE OPERATIONS
(signature)

XIV

FIRE AND SAFETY REGULATIONS OF THE KUWAIT OIL CO., LTD.AT THE MINA AL AHMADI OIL PIER

Kuwait Oil Company, Limited

FIRE AND SAFETY REGULATIONS (SECTION 4)

To :

Master s.s./m.s. "Orion"

FIRE WARNING

You are now berthed alongside the Mina al Ahmadi Oil which,

in accordance with the Kuwait Oil Company's Fire and Safety Regulations (Section 4), is classified as Hazardous Fire Area.

You are therefore asked to ensure that the under-mentioned Regulations are strictly adhered to :-

1. No Smoking allowed on board during loading operations.

2. No Smoking on deck at any time that the vessel is alongside.

3. No discharge of oil sludge ballast, etc. to be effected during the period your ship is berthed alongside the pier or adjacent thereto.

4. In the event of fire on board ship the alarm should be given by a continuous ringing on the ship's bell or a series of short blasts on the ship's siren followed by immediate notification to Fire Patrol or Pier Master on duty.

5. No Galley Fire will be permitted during loading.

Should any infringement of the Regulations referred to in paragraphs 1, 2, 3 & 5 occur, all loading operations to your ship will cease immediately.

Your attention is drawn to Regulation No.55 of the "Port of Mina Al Ahmadi Regulations" prohibiting smoking as indicated above.

Contravention of this regulation is punishable with imprisonment not exceeding two years or with a fine not exceeding 1.500 rupees or both.

I acknowledge receipt of the above regulations.

Signed : Walter Drake
Master

Name of Ship : *t/s "Orion"*
MINA Al AHMADI.
KUWAIT.
Date : 24th October, 19...

XV

REGULATIONS FOR LODGING CLAIMS FOR THE DAMAGE TO VESSELS WHILE BERTHING AND UNBERTHING AT THE MINA AL AHMADI PIER

Kuwait Oil Company, Limited
Marine Operations Department

To :

Masters of all Tankers using Mina Al Ahmadi Pier

Dear Sir,

DAMAGE CLAIMS

Please be advised that the Kuwait Oil Company cannot consider any claims for damage allegedly incurred by vessels during berthing or unberthing, unless this damage is immediately reported to a Senior member of the Marine Staff and the damage is subsequently inspected and agreed before the vessel sails. The damage must be reported in writing and signed by the Master of the Vessel.

Reference, however, is made to the Company's "Conditions of Use" and "Towage Conditions".

Yours faithfully,
for KUWAIT OIL COMPANY,
LIMITED
Sd. : Superintendent
Marine Operations (SIGNATURE)

XVI

NOTICE TO MASTERS ABOUT REGULATIONS FOR MAKING OUT LIST OF STORES AND PROVISIONS (IN THE PORTS OF FRANCE)

Very Important

Notice to Masters

LIST OF STORES & PROVISIONS

A list of all stores on board, particulary : TOBACCO, CIGARS, CIGARETTES, MATCHES, and all unused articles, belonging to the ship or members of the crew, must be very accurately made out in duplicate, typed or written in ink, before the ship enters the port, and stores exhibited to customs officers, when they call on board to examine the ship. This may possibly not take place until one day and even more after the vessel's arrival. Please note that, in FRANCE, cigarettes, cigars, tobacco and matches are a state monopoly. It is therefore of great importance that every quantity of these goods should be accurately declared. Every one, including the Master, should declare every cigarette which he keeps on board the ship.

To avoid any difficulties with the customs, it is recommended that the Master collects from each member of the crew and officers, prior to arrival, all cigarettes in excess of 200, which is the maximum number of cigarettes allowed to be in their possession at any given time during the vessel's stay at Dunkirk. However, it is possible for the Master to request the customs permission for a fresh distribution later on. Members of the crew going ashore are allowed to carry 40 cigarettes and no more.

Undeclared quantities, when found, are confiscated and a heavy penalty inflicted. An important fine is also imposed when

declared goods cannot be produced to the customs officers, when they come on board for inspection.

Kindly note that even a mistake made in good faith in the lists is treated as an offence, for which a fine must be paid.

Finally, sailors should be warned against selling cigarettes to strangers coming on board with tempting offers to buy or exchange cigarettes for perfumes or drinks. Such transactions always result in a very heavy customs fine (which may reach a shilling a cigarette).

XVII

CARGO HEATING INSTRUCTIONS FOR TANKERS ARRIVING AT TRINIDAD

Memorandum

Point Fortin,
Trinidad, B.W.I.
2 nd March, 19...

To :

From : Shipping Superintendent

The Master,
m/t "Elinor"
At Point Fortin

CARGO HEATING INSTRUCTIONS

Please be advised that your cargo of fuel oil should be during your voyage as near as possible 140oF but in any case not less than 130oF to ensure satisfactory pumping immediately on arrival discharge port. It is left to your discretion as to when heating should be commenced to ensure that your vessel arrives at discharge port with cargo heated to the required temperature.

If you are proceeding to Northern latitudes between 1 st

November and 31 st March inclusive, or Argentina, Uruguay, South Africa and Antarctic between 16th April and 15th October inclusive, the following additional instructions are to be complied with :

"As the temperature 130o/140oF is essential to expedita discharge, Masters must ensure that heating is commenced in ample time before arrival. This will vary with the type of vessel and the heating capacity available and in the case of certain vessels Masters may find it necessary to maintain heat on the cargo during most of the voyage, as once the cargo is allowed to become cold, difficulty may be experienced in raising its temperature o 130o/140oF.

If difficulty in complying with the heating instructions is experienced during the actual loaded voyage, you should immediately inform SHELTANKER, London, by wireless, stating the reasons for your inability to carry out the heating instructions. If the trouble occurs within four days of arrival at discharge port, the message should be repeated to the Ship's Agent at that port with a request to inform the cargo receivers.

Kindly acknowledge receipt of this memorandum by singing and returning the attached copy ; and if for any reason you consider you will not be able to heat your cargo to the required temperature, will you please also endorse the attached copy to this effect.

Shipping Superintendent,

Original Received
D.L.Rose
Master

XVIII

WORKING INSTRUCTIONS FOR HOLDING JOINT ENQUIRIES IN CASE OF ACCIDENTS

WORKING INSTRUCTIONS

Holding of joint enquiries :

In the case of accidents attributable to a supposed mechanical or structural defect, or to alleged carelessness of the Commissioners' staff or staff of Ship Owners (including their Agents and Stevedores), consignors, consignees or any of the general public using the Commissioners' premises, a joint enquiry to fix responsibility will be held immediately by the Superintendent or his Assistant, in conjunction with representatives of all parties involved.

The joint enquiry will endeavour to unanimously fix definite responsibility, reduce its findings to writing and obtain the signatures of all parties. If no unanimous decision is arrived at, the evidence of all witnesses is to be recorded in writing and sign it. In cases in which the responsibility has not been definitely or unanimously fixed the Superintendent will without delay inform the Assistant Traffic Manager concerned to enable the latter to hold a further enquiry.

Submission of findings of joint enquiries :

When a joint enquiry has been held a copy of the findings will be embodied on the back of Superintendents' reports submitted to the Traffic Manager and Executive Engineer concerned.

Other enquiries :

In cases when a joint enquiry is not necessary or for some reason cannot be held. Superintendents will make every endeavour to ascertain the cause, and to find out and report the responsible party. When fixing responsibility in such cases, Superintendents should briefly state their reasons on the back of reports.

Care to be exercised in naming responsible parties etc. :

When findings of enquiries - joint or otherwise - name the

party responsible, great care with be taken that all names, addresses, numbers of vehicles, cargo-boats, etc., are correctly given. In accidents caused by cargo-boats, the owner will be the responsible party but the name and address of the hirer should also be given.

XIX

DECLARATIONS FOR TRANSITING THROUGH THE SUEZ CANAL

a) For tankers having bulk cargo with the flash point below 73oF.

Suez Maritime Canal Universal Company.

DECLARATION "A"

I, the undersigned, J.Thomas commanding the ship "Castle" laden with petroleum in bulk (1) and belonging to U.K. shipowners, to hereby declare and certify, on behalf of the owners, as follows :

1.- This ship is specially classed for the carriage of petroleum in bulk in class (2) Lloyd's Register 100A1.

2. The ship's tanks contain (3) 10242 tons of petroleum the flash point of which is below 73° Fahrenheit, this temperature having been ascertained in conformity with such lose test process

(1) See in Article 12 of Regulations the definition re petroleum
(2) State in which of the following Societies the ship is classed :
Lloyd's Register, 100 A1.
Bureau Veritas, 3/3 1.1.
British Corporation (Glasgow) B.S.*
American Bureau of Shipping, AIE.
Registro Italiano, *100 A.1.1.
Norske Veritas, 1A.1
100A in the German Lloyd.
(3) State here number of tons

as may be recognized and made use of in the petroleum trade, as for instance the Abel test or any other close test of at least an equal accuracy.

3.- The ship's [1] does not carry outside the tanks petroleum having a flash point below 73° Fahrenheit tested as per paragraph 2.

4- The petroleum carried by the ship outside the tanks is wholly contained in receptacles free from leakage [2] il stowed in a compartment specially fitted out and their total volume does not exceed 283 cubic metres or 5.000 cases.

5-The cofferdams isolating the tanks :

a) are empty,

b) contain water,

c) contain fuel oil [3]

6.- Outside the tanks, the ship, has aboard non-dangerous materials (water, coal, fuel oil, etc. detailed as below) and admitting of easy unloading, in such quantity as shall suffice, in case of need, to reduce the ship's draught by 30 centimetres (one English foot), by unloading same.

Lightening

Weight to be unloaded to reduce draught by 1 inch : .....55 (A)
by 1 foot (Art. 18A of Appendix)..... 660

Weight outside cargo tanks available for lightening

Water.....
Cofferdams .....
Fuel or Diessel oil.....
Anchors, chains, etc ....

(1) State here "carries" or "does not carry" as the case may be.
(2) Barrels, drums, cases, etc.
(3) In no case should they be used to carry petroleum products having a flash point below 66°C. (150°F.)

Total ..... (B)

Corresponding Lightening ..... (B)/(A)

Date .....

Signature J.Thomas
Commanding Officer

b) Additional declaration for no gas free tankers wishing to discharge their fuel oil cargo.

ADDITIONAL DECLARATION

For no gas free Tankers wishing to discharge their fuel oil cargo.

I declare and certify the following :

After the unloading of the last cargo, the ship's tanks have been duly drained to evacuate residues and sediment. The quantity of residues remaining in the tanks, does not exceed 1% of the ship's loading capacity.

The tanks are at present full (at 98%) or completely empty.

The empty tanks have been filled with fuel oil, and then emptied again, this rinsing having been completed by a thorough ventilation during the days preceding the ship's arrival in the Canal zone.

Moreover, I take note that it is forbidden to open the tank-covers during the unloading of the cargo, and that the openings of the sounding pipes must be covered with metallic gauze, all the time except for the taking of soundings.

Place and date *Port of Raswa, U.A.R.*
Signature Walter Drake
Master m/t "Orion"

GLOSSARY - CHÚ GIẢI TỪ VỰNG

vt.- viết tắt
x.-xem
M.- Mỹ

a.(adjective)	- *tính từ*	p.p (past participle)	- *quá khứ phân từ*
adv.(adverb)	- *trạng từ*	pres.p.(present participle)	- *hiện tại phân từ*
cj.(conjunction)	- *liên từ*	pron. (pronoun)	- *đại từ*
n.(noun)	- *danh từ*	prp. (preposition)	- *giới từ*
pl.(plural)	- *số nhiều*	v.(verb)	- *động từ*

A

above-mentioned (a)	-	*đã được đề cập ở trên*
accelerate (v)	-	*tăng, gia tăng (tốc độ)*
accept (v)	-	*chấp thuận, đồng ý*
accident (n)	-	*tai nạn*
accomplish (v)	-	*hoàn tất, kết thúc*
accordance (n)	-	*sự đồng ý, sự chấp thuận*
in ~ with	-	*phù hợp với*
account (n)	-	*sự thuật lại, lời giải thích*
on ~ of	-	*vì, bởi vì*
accuracy (n)	-	*độ chính xác ; sự cẩn thận, sự đúng đắn*
acknowledge (v)	-	*công nhận, xác nhận*
action (n)	-	*tố quyền*
to bring an ~ against	-	*kiện ai, vô đơn khởi tố một vụ kiện*
actual (a)	-	*thực, thực sự*

actually (adv) - *thực ra, quả thực*
additional (a) - *thêm nữa*
adequacy (n) - *sự tương xứng, sự thích hợp*
adequate (a) - *tương xứng, thích hợp*
adjust (v) - *điều chỉnh ; tính toán (tổn thất...)*
admit (v) - *chấp nhận, thừa nhận*
advance (n) - *độ tiến (chân vịt); sự tăng; tiền trả trước*
advise (v) - *thông báo ; khuyên bảo*
affect (v) - *tác động, làm ảnh hưởng*
afloat (a & adv) - *nổi, không bị mắc cạn*
aforesaid (a) - *đã nói trên, đã đề cập ở trên*
aft (adv) - *ở phía đuôi, về phía đuôi*
agency (n) - *công việc đại lý, trụ sở đại lý*
~ fee - *đại lý phí*
agreement (n) - *sự thỏa thuận, hợp đồng*
aground (adv) - *bị mắc cạn*
to run (go)~ - *mắc cạn*
ahead (adv) - *về phía trước, về phía mũi (tàu)*
allege (v) - *gán ghép,cáo giác (không có bằng chứng)*
alongside (adv) - *sát mạn tàu, dọc mạn tàu*
allow (v) - *cho phép*
allowance (n) - *sự cho phép ; tiền phụ cấp*
amount (n) - *số lượng, tổng số (tiền)*
(v) - *lên đến*
anticipate (v) - *biết trước, đoán trước*
apart (adv) - *về một bên ; ngăn, chia vật gì*
apparent (a) - *rõ ràng, rõ, hiển nhiên*
apparently (adv) - *một cách rõ ràng, một cách hiển nhiên*
appliance (n) - *thiết bị, trang bị, dụng cụ*

application (n) - *sự áp dụng ; lời thỉnh cầu ; lời xin*
apply (v) - *gắn, ghép, ứng dụng, thỉnh cầu*
appoint (v) - *bổ nhiệm, chỉ định*
apprehend (v) - *hiểu rõ, e sợ*
approve (v) - *chấp thuận, chấp nhận*
approval (n) - *sự chấp thuận, sự chấp nhận*
approximate (a) - *xấp xỉ*
appurtenances (n.pl)- *phụ tùng*
arbitrator (n) - *trọng tài viên*
area (n) - *vùng, khu vực*
arise (arose,arisen) (v)-*nảy sinh, phát sinh*
arrange (v) - *chuẩn bị, sắp xếp*
arrangement (n) - *sự chuẩn bị, sự sắp xếp*
to make an ~ - *chuẩn bị, sắp xếp*
arrears (n.pl) - *tiền thiếu, nợ khất lại, công việc chưa làm xong*
ascertain (v) - *khẳng định, tin chắc*
astern (adv) - *ở phía sau tàu, ở phía lái*
to go ~ - *lùi (tàu)*
assign (v) - *ấn định ; chuyển nhượng, giao phó*
assistance (n) - *sự giúp, sự cứu trợ*
to render ~ - *giúp đỡ, cứu trợ*
attempt (n) - *sự cố gắng, sự nỗ lực*
(v) - *cố gắng, nỗ lực*
attendance (n) - *sự tham dự, sự tham gia*
auction (n) - *sự bán đấu giá*
authorities (n.pl.) - *các nhà chức trách, các giới chức chính quyền*
auxiliary (a) - *phụ, bổ trợ*
available (a) - *sẵn có để dùng, có thể kiếm được.*

average (n) - *số trung bình, số bình quân ; sự chia tổn thất (tai nạn tàu)*

~ adjustment - *sự tính toán tổn thất chung*

avoid (v) - *tránh*

award (n) - *phần thưởng ; sự phán quyết (của trọng tài)*

to make the ~ (v)- *phán quyết*

awash (adv) - *tràn nước, ngập nước*

B

ball (n) - *quả cầu tín hiệu*

balance (n) - *sự cân bằng, đối trọng, số dư, số còn lại*

beacon (n) - *đèn biển, hải đăng*

bear (bore,borne) (v)- *mang, chịu (trách nhiệm....).*

belligerent (n) - *phe tham chiến, bên tham chiến*

~ powers - *các cường quốc tham chiến*

belong (v) - *thuộc về*

berth (n) - *cầu cảng*

(v) - *cập cầu cảng (tàu)*

besides (adv, prp)- *ngoài ra*

beyond (prp) - *ngoài, quá*

bill of lading - *vận tải đơn*

bind (bound,bound) (v)-*buộc, ràng buộc*

blockade (v) - *phong tỏa*

board (n) - *mạn tàu*

~ of Trade - *Bộ Thương Mại (Anh)*

bound (p.p.) - *bị trói buộc, bị ràng buộc*

~ for - *về hướng, theo hướng đến*

to be ~ - *chắc chắn, nhất định*

branch office - *văn phòng chi nhánh*
breach (n) - *sự vi phạm, hành vi vi phạm*
breadth (n) - *chiều rộng*
breakerage (n) - *sự bể vỡ, sự đổ bể*
bridge (n) - *cầu ; đài chỉ huy ; thượng tầng giữa (đối với tàu kiểu 3 hòn đảo)*
brief (a) - *ngắn gọn, vắn tắt*
brokerage (n) - *tiền thưởng môi giới, hoa hồng môi giới ; sự môi giới*
builder's plan (v) - *Bảng vẽ tàu đóng*
bulk (n) - *hàng rời*
in ~. - *dưới dạng rời, không bao bì*
~ oil cargo - *hàng dầu chở xá*
bunker coal - *than nhiên liệu*

C

calculate (v) - *tính, tính toán*
call(ing) letters - *hô hiệu*
cancel (v) - *hủy bỏ*
care (n) - *sự thận trọng, sự chăm sóc*
careless (a) - *bất cẩn, không thận trọng*
cargo (n) - *hàng hóa*
deck ~ - *hàng chở trên boong*
general ~ (v) - *hàng bách hóa, hàng thông thường*
bulk ~ - *hàng chở rời*
~ manifest - *bản lược khai hàng hóa*
carriage (n) - *sự vận chuyển*
carrier (n) - *nhà vận chuyển*
carry (v) - *vận chuyển*

cash (n) - *tiền mặt*
casualty (n) - *tai họa, tai biến, tổn thất do tai nạn*
cause (n) - *nguyên nhân, lý lẽ*
(v) - *gây ra*
cease (v) - *ngừng, thôi, dừng*
~ clause - *điều khoản hết trách nhiệm*
Centigrade (a) - *bách phân*
centre (M.center) (n)- *trung tâm*
certificate (n) - *giấy chứng nhận, chứng thư*
~ of inspection - *giấy chứng nhận kiểm tra*
certify (v) - *chứng nhận, chứng thực*
chamber (n) - *phòng, buồng, khoang*
charges (n.pl.) - *các chi phí*
charterer (n) - *người thuê tàu*
charter party - *hợp đồng thuê tàu*
check (v) - *kiểm tra*
choose (chose, chosen) (v) - *chọn, chọn lựa*
circumstances (n.pl.)- *tình trạng*
under the ~ - *trong những tình trạng như thế này*
claim (n) - *sự đòi hỏi, sự khiếu nại*
(v) - *đòi hỏi, đòi bồi thường*
to admit a ~ - *chấp nhận lời đòi bồi thường*
to repudiate a ~ - *từ chối lời đòi bồi thường*
clause (n) - *điều khoản (hợp đồng)*
cloudy (a) - *có mây*
coincide (with) (v)- *ăn khớp với*
collect (v) - *thu thập, tập hợp*
collector of customs- *người thu thuế*
collide (v) - *va chạm*

collision (n) - *sự va chạm*
commence (v) - *bắt đầu*
communicate (v) - *thông tin, liên lạc*
complete (a) - *hoàn tất, hoàn hảo*
completion (n) - *sự hoàn tất*
compliance (n) - *sự tuân theo, sự hòa hợp*
in ~ with - *tuân thủ theo, phù hợp với*
comply (v) - *tuân thủ, làm phù hợp*
compute (v) - *tính toán, đánh giá ; sử dụng máy điện toán*
computation (n) - *sự tính, sự tính toán*
conceal (v) - *giấu, che đậy, giữ bí mật*
concern (v) - *liên quan, quan tâm*
concerned (p.p.) - *áy náy, lo âu*
condition (n) - *điều kiện*
conditional (a) - *tùy theo điều kiện, có điều kiện*
conduct (v) - *tiến hành, thực hiện*
confirm (v) - *xác nhận*
confirmation (n) - *sự xác nhận*
conformity (n) - *sự phù hợp, sự thích hợp*
in ~ with - *phù hợp với*
connection (n) - *sự nối kết, sự liên kết*
in ~ with - *có liên quan đến*
consent (n) - *sự đồng ý*
(v) - *đồng ý*
consequence (n) - *kết quả, sự trọng yếu, sự quan trọng*
considerable (a) - *đáng kể*
consign (v) - *gửi đi (hàng hóa)*
consignee (n) - *người nhận hàng*
consignor (n) - *người gửi hàng*

contaminate (v) - *làm ô uế, truyền nhiễm*
contamination (n) - *sự làm ô uế, sự truyền nhiễm*
~ with water - *sự bẩn do nước*
contents (n.pl.) - *hàng chứa bên trong*
continually (adv) - *liên tục, không ngừng*
continuance (n) - *sự liên tục, sự tiếp tục*
contradictory (a) - *mâu thuẫn, trái với*
convenient (a) - *thuận tiện, thuận lợi*
convey (v) - *chở, chuyên chở, vận chuyển ; truyền đạt*
copy (n) - *bản sao*
correct (a) - *đúng, chính xác*
correspond (v) - *tương xứng, phù hợp với, thông tin (bằng thư từ)*
correspondingly (adv) - *một cách tương ứng*
cost (n) - *giá hàng*
(p.l) - *chi phí*
free of ~ - *miễn phí*
count (v) - *đếm*
course (n) - *đường đi, hướng đi*
in due ~ - *hợp lý*
covering (pres.p) - *trang trải ; tiến hành ; dùng làm chứng từ cho (lô hàng)*
craft (n) - *tàu, xuồng*
crew (n) - *thủy thủ đoàn*
crush (v) - *móp méo, nhăn nhó*
current (a) - *hiện tại, hiện thời, hiện hành*
custodian (n) - *người chăm nom, người trông giữ*
custody (n) - *sự trông nom, sự canh giữ*
custom (n) - *tập quán*
established ~ - *tập quán đã được chấp nhận*

~ s duty - *thuế quan*
~ House - *phòng Hải quan*
customary (a) - *theo tập tục, dựa trên tập tục*

D

damage (n) - *sự hư hỏng, sự hư hại*
data (n.pl.) - *dữ kiện, số liệu*
dead-freight (n) - *cước khống*
deadweight (n) - *trọng tải toàn phần*
~ cargo capacity - *tải trọng hàng hóa*
deck cargo - *hàng chở trên boong*
declaration (n) - *sự khai báo, sự kê khai*
deduct (v) - *trừ, khấu trừ*
deem (v) - *xem là, cho là*
default (n) - *gian lận (không trả tiền, không giao hàng)*
in ~ of - *gian lận*
definite (a) - *rõ ràng, xác định*
defray (v) - *trả phí tổn*
degree (n) - *độ, mức độ, bậc*
delay (n) - *sự trì hoãn*
deliver (v) - *giao hàng*
delivery (n) - *sự giao hàng*
to take ~ - *nhận hàng*
demand (v) - *yêu cầu, ra lệnh*
demurrage (n) - *tiền phạt do bốc dỡ hàng chậm hơn thời gian quy định*
on ~ - *đã hết thời hạn bốc dỡ*
denominate (v) - *diễn tả, mô tả ; gọi tên là*
denomination (n) - *loại, hạng ; sự gọi tên*

departure (n) - *sự khởi hành, sự xuất phát*
depreciation (n) - *sự bớt ; sự giảm giá ; sự sụt giá*
depth (n) - *chiều sâu*
moulded ~. - *chiều sâu định hình*
description (n) - *sự diễn tả, sự mô tả*
desire (v) - *mong muốn*
despatch x. dispatch
detain (v) - *lưu giữ (tàu)*
detention (n) - *sự lưu giữ tàu*
deterioration (n) - *sự hư hại, sự hư hỏng*
determine (v) - *xác định, định rõ, quyết định*
diligence (n) - *sự chu đáo, hành động chu đáo*
dimensions (n.pl.) - *kích thước*
disbursement (n) - *các chi phí của chủ tàu khi tàu ở cảng*
~ Account - *quyết toán dư, bảng kê ứng chi*
discharge (v) - *dỡ hàng ; trả hết (nợ) ; làm xong (trách nhiệm)*
to ~ from liability - *miễn trách*
discoverable (a) - *có thể phát hiện*
discrepancy (n) - *sự khác nhau, sự không phù hợp*
discretion (n) - *sự hành động (dưới sự ủy quyền)*
disease (n) - *bệnh tật*
dispatch (v) - *gửi (hàng) ; bốc dỡ nhanh, thưởng bốc dỡ nhanh*
~ money (v) - *tiền thưởng do bốc dỡ nhanh*
displacement (a) - *lượng rẽ nước toàn phần (của con tàu)*
~ scale (v) - *thang tải trọng*
dispose (v) - *xếp đặt, sắp xếp ; chuyển nhượng*
distinct (a) - *khác nhau, sai biệt*
distinctive (a) - *đặc biệt, riêng biệt*

distress (n) - *tai họa, sự mắc cạn*
~ call - *tín hiệu mắc cạn*
draft(=draught) - *mớn nước*
loaded ~ - *mớn nước tải đầy*
draw (drew, drawn) up (v) - *vẽ, vạch, thảo ra*
drift (v) - *trôi giạt*
drop (v) - *đánh rơi, rơi*
due (a) - *tới hạn, đúng hạn*
dues (n.pl.) - *thuế, phí*
duly (adv) - *hợp lệ, đúng lúc*
dunnage (n) - *đồ chèn lót*
duty (n) - *trách nhiệm, bổn phận*
to be under ~ - *chịu trách nhiệm*

E

edge (n) - *gờ, mép, cạnh*
edible (a) - *ăn được (vật)*
edition (n) - *lần xuất bản*
effect (n) - *hiệu quả ; hiệu lực pháp lý*
of on ~ - *không phát sinh hiệu lực pháp lý*
to the ~ that - *điều cốt lõi của vấn đề là*
elect (v) - *bầu, chọn*
elections (n.pl) - *sự bầu, sự chọn*
employ (v) - *thuê, mướn*
empty (a) - *trống, rỗng*
enable (v) - *làm cho có thể*
enclose (v) - *gửi kèm*
enclosure (n) - *vật gửi kèm*
encounter (v) - *gặp phải, chạm trán, đối phó*

end (n) - *đầu mút ; sự kết thúc ; mục đích*
(v) - *kết thúc*
to this ~ - *nhằm mục này*
endanger (v) - *làm cho nguy hiểm*
endorse (v) - *ký hậu*
enforceable (a) - *có hiệu lực, có giá trị thi hành*
engage (v) - *lâm vào, tham gia vào ; cam kết*
Engine Book - *nhật ký buồng máy*
Engine-Room Log - *nhật ký buồng máy*
ensue (v) - *bởi đó, do đó*
entitled (a) - *được ủy quyền*
to be ~ - *được ủy quyền*
entrust (v) - *ủy thác ; giao phó*
entry (n) - *lối vào ; sự ghi (vào sổ) ; sự đăng ký*
equip (v) - *trang bị*
equipment (n) - *thiết bị, sự trang bị*
equivalent (n) - *vật tương đương*
(a) - *tương đương*
error (n) - *lỗi, sai lầm*
essential (a) - *thực chất ; cần thiết ; thiết yếu*
estimate (v) - *ước tính*
evaporation (n) - *sự bốc hơi ; sự sấy khô (hàng)*
event (n) - *sự kiện*
in the ~ of - *trong trường hợp*
eventual (a) - *cuối cùng, sau cùng*
evidence (n) - *bằng chứng, chứng cứ*
exactitude (n) - *sự chính xác*
examine (v) - *giám định, kiểm tra*
exceed (v) - *vượt quá, trội*
except (v) - *trừ ra, loại ra*

exchange (n) - *sự trao đổi*
rate of ~ - *tỷ giá hối đoái*
excise (n) - *thuế môn bài, thuế hàng hóa*
execute (n) - *thực hiện (hợp đồng...)*
exempt (from) (a) - *được miễn (thuế)*
exercise (v) - *thi hành, thực hiện*
to ~ a lien - *thi hành việc giam giữ (tàu, hàng hóa...)*
exist (v) - *hiện diện, tồn tại*
existence (n) - *sự hiện diện, sự tồn tại*
expansion trunkways - *giếng miệng hầm hàng giãn nở*
expect (v) - *hy vọng*
expense (n) - *sự chi tiêu*
(pl) - *chi phí*
free of ~ - *miễn phí*
experience (n) - *kinh nghiệm, sự việc xảy ra*
expiration (n) - *sự hết hạn, sự mãn hạn*
expire (v) - *mãn hạn, hết hạn*
explosive (a) - *dễ nổ*
express (v) - *bày tỏ, diễn tả*
extend (v) - *kéo dài, giãn ; gia hạn*
extent (n) - *độ kéo dài ; qui mô, phạm vi*
extinguish (v) - *dập tắt (lửa)*
extra (a) - *phụ, thêm*
extract (v) - *trích, lấy ra*
extra-weight (n) - *số lượng chở quá*

F

facilities (n.pl) - *dụng cụ, trang bị*
fair (a) - *đúng, tốt ; đẹp (thời tiết)*
falls (n.pl) - *dây tời, dây ròng rọc*

fasten (v)	-	*buộc, cột*
fault (n)	-	*lỗi, sự sai lầm ; sự đứt gãy*
fee (n)	-	*tiền thù lao, phí, lệ phí*
figures (n.pl)	-	*số liệu*
fill up (v)	-	*đổ đầy*
final (n)	-	*cuối cùng, có giá trị cuối cùng, hết trách nhiệm*
fire (n)	-	*cháy, hỏa hoạn*
~ fighting equipment	-	*thiết bị chống cháy*
~ extinguishers	-	*bình chữa cháy*
~ hoses	-	*ống chữa lửa*
~ pumps	-	*bơm chống cháy*
fit (a)	-	*vừa, thích hợp*
(v)	-	*làm cho thích hợp*
fitting (n)	-	*sự lắp ráp, sự chỉnh khớp*
float (v)	-	*nổi, làm nổi*
force (n)	-	*lực, sức*
~ majeure	-	*bất khả kháng*
forced (p.p)	-	*bị bắt buộc*
forecast (n)	-	*sự tiên đoán, sự dự báo*
formality (n)	-	*nghi thức, thủ tục*
forward (a)	-	*phía trước, phía mũi*
freight (n)	-	*cước phí*
gross ~	-	*cước phí tính cả bì*
fresh (a)	-	*sạch ; không mặn, ngọt (nước)*
fulfil (l) (v)	-	*hoàn tất, hoàn thành*
furnish (v)	-	*cung cấp, khai báo*

G

gale (n) - *bão, gió bão (từ cấp 7 đến cấp 10)*
gangway (n) - *cầu trên tàu*
gear (n) - *cần cẩu tàu, thiết bị (làm hàng)*
general average contribution - *sự đóng góp tổn thất chung*
gin (n) - *tời, puli, ròng rọc, trục nâng*
govern (v) - *điều chỉnh, quản lý*
government (n) - *chính quyền, chính phủ*
~ authorities - *giới chức chính quyền*
Greenwich Mean Time (GMT) - *giờ tiêu chuẩn Greenwich*
guarantee (=guaranty) (v) - *bảo đảm, bảo lãnh*
guyman (n) - *người buộc dây*

H

hand(over) - *trao, dâng, nộp*
handle (v) - *vận chuyển, xếp dỡ (hàng hóa)*
handling (n) - *sự xếp dỡ và bảo quản hàng*
Harbour Authorities- *chính quyền cảng*
hold (n) - *hầm (tàu)*
holder (n) - *người cầm, người giữ (vận đơn,cổ phần...)*
hole (n) - *lỗ thủng*
hook (n) - *móc cẩu*
hose (n) - *ống mềm, vòi*
flexible ~ - *vòi mềm*
~ connections - *các khớp nối ống*
~ disconnections - *đổ tháo khớp nối ống*
hostile (a) - *thù địch*
hostilities (n.pl) - *sự thù địch, hành động thù địch*

hull (n) - *vỏ tàu*
humid (a) - *ẩm, ẩm ướt*
humidity (n) - *sự ẩm ướt,*
Hydrographic Office- *Cục Thủy văn*

I

icebreaker (n) - *tàu phá băng*
immediate (a) - *trực tiếp, gần nhất*
immediately (adv) - *ngay lập tức*
imply (v) - *ám chỉ (nhưng mặc nhiên được hiểu)*
inadmissible (a) - *không thể chấp nhận được, không thể thu nạp*
inasmuch as (adv)- *vì, bởi vì ; trong chừng mực mà*
include (v) - *bao gồm, kể cả*
incompetent (a) - *thiếu khả năng ; không hợp lý*
increase (v) - *tăng, làm gia tăng*
incur (v) - *chịu, bị (trách nhiệm, chi phí, tổn thất...)*
indemnity (v) - *bồi thường, đảm bảo (thiệt hại, tổn thất...)*
indemnify (n) - *sự bồi thường, tiền bồi thường*
indicate (v) - *chỉ, đánh dấu, nêu rõ*
inefficient (a) - *không có hiệu quả*
inflammable (a) - *cấm lửa*
inform (v) - *thông báo*
infringement (n) - *sự vi phạm (hợp đồng)*
inherent (a) - *thuộc bản chất, cố hữu*
injured (p.p.) - *bị tổn hại, bị hư hại*
innocuous (a) - *không độc, vô hại*
insert (v) - *thêm vào, lồng vào*
insignificant (a) - *không quan trọng, không cần thiết*

insist (on, upon) (v)- *khăng khăng, nhất quyết*
instant (a) - *ngay tức khắc, cấp tốc*
insulation (n) - *sự cách ly, sự cách điện, sự cách nhiệt*
insurance (n) - *sự bảo hiểm, phí bảo hiểm*
~ rate - *mức phí bảo hiểm*
intend (v) - *dự định*
intensify (v) - *làm tăng lên, làm cao lên*
intensive (a) - *mạnh mẽ, có cường độ*
intention (n) - *ý định, sự ,dự định*
interference (n) - *sự nhiễu (vô tuyến) ; sự giao thoa*
intermidiate (a) - *trung gian*
interruption (n) - *sự ngắt quãng, sự gián đoạn*
invite (v) - *mời*
issue (n) - *vấn đề ; sự cấp phát*
(v) - *phát hành, cung cấp*

J

jointly (adv) - *liên kết, liên minh*
judge (v) - *phân xử, phản quyết*

K

knowledge (n) - *sự hiểu biết, sự am hiểu ; kiến thức ; tin tức*

L

label (n) - *nhãn hiệu*
labour (v) - *nỗ lực ; (tàu) bị lắc mạnh*
land (v) - *bốc lên bờ, đưa vào bờ*

latent (a) - *thuộc bản chất, nội tại*
latitude (n) - *vĩ độ*
latter (a) - *sau, gần đây*
law (n) - *luật, quy định*
to go to ~ - *đưa ra tòa xử (thưa kiện)*
lawful (a) - *đúng luật, hợp pháp, hợp lệ*
lay (laid, laid) (v)- *đặt, để, bố trí*
laydays (=lay days) (n.pl) - *thời gian xếp dỡ cho phép*
lay hours (n.pl) - *số giờ xếp dỡ (thực tế)*
leakage (n) - *sự rò chảy*
legal (a) - *hợp pháp, do luật định*
length (n) - *chiều dài*
liable (a) - *có trách nhiệm pháp lý*
~ for - *có thể giải đáp được*
~ to - *tùy thuộc, phụ thuộc*
liberty (n) - *quyền*
to be at ~ - *có quyền*
lie (lay, lain) (v) - *nằm*
lien (n) - *sự câu lưu (hàng hóa, tàu...)*
life-boat (n) - *xuồng cứu sinh*
life-raft (n) - *bè cứu*
lighter (n) - *sà lan bốc dỡ, sà lan lỏng hàng*
lighting (n) - *sự chiếu sáng*
limit (n) - *ranh giới, giới hạn*
load (v) - *chất hàng, xếp hàng*
~ Line Certificate- *giấy chứng nhận mớn nước, giấy chứng nhận mạn khô*
local (a) - *địa phương*
lock-out (n) - *sự đóng cửa gây áp lực*
lodge (v) - *cho ở, cho trọ*

Log Book - *nhật ký hàng hải*
longitude (n) - *kinh độ*
loosen (v) - *nới lỏng, làm lỏng*
loss (n) - *sự mất mát (hàng hóa)*
lot (n) - *lô (hàng)*

M

machinery (n) - *máy móc (tàu)*
mail (n) - *thư, thư từ*
ship's ~ - *thư gửi bằng đường biển*
main (a) - *chính, chính yếu*
man (v) - *cung cấp người, biên chế*
management (n) - *sự quản lý*
manifest of cargo- *bản lược khai hàng hóa*
margin (n) - *biên, lề, khung (bản đồ) ; số dự trữ*
marine forecast - *sự dự báo biển*
Maritime Arbitration Commission - *Ủy ban Trọng tài Hàng Hải*
mark (n) - *nhãn hàng, nhãn hiệu*
(pl) - *dấu, dấu hiệu*
(v) - *đánh dấu*
mat (n) - *thảm, chiếu*
measurement (n) - *sự đo, kích thước, số đo*
to take ~ - *đo đạc kích thước*
mention (v) - *đề cập, nói đến*
merchandise (n) - *hàng hóa*
merchant (n) - *nhà buôn*
~ shipping code - *luật hàng hải thương thuyền*
Messrs. (vt. của Messieurs) - *quý ông, quý ngài*
meteorological (a) - *(thuộc) khí tượng*

~ station - *trạm khí tượng*
millibar (n) - *mi-li-ba*
mine (n) - *thủy lôi*
minute (n) - *phút*
mist (n) - *sương mù*
model (n) - *kiểu, mẫu*
moderate (a) - *điều hòa, dịu đi (gió)*
monsoon (n) - *gió mùa*
motion (n) - *sự vận động, sự dịch chuyển*
motor (n) - *động cơ*
motor vessel (n) - *tàu chạy bằng động cơ đốt trong*
mutual (a) - *chung, đồng*

N

negligent (a) - *lơ đễnh, bất cẩn*
nevertheless (adv) - *tuy nhiên, mặc dù vậy*
nominate (v) - *chỉ định, chỉ danh*
noon (n) - *buổi trưa*
notary (a) - *công chứng*
(n) - *sự công chứng*
~ public - *công chứng viên*
note (n) - *lời ghi, lời chú giải*
to take ~ - *ghi chú*
notice (n) - *bản thông báo*
~ to mariners - *(bản) thông báo cho người đi biển*
notify (v) - *thông báo*
notwithstanding (prp)- *mặc dù, bất chấp, bất luận*
null (a) - *vô hiệu lực*
number (n) - *số, số lượng ; chỉ số*

O

object (n) - *đối tượng, mục tiêu*
oblige (v) - *bắt buộc, ràng buộc*
obstruction (n) - *sự tắc nghẽn, vật chướng ngại*
obtain (v) - *đạt được, thu được*
obvious (a) - *rõ ràng, hiển nhiên*
occasional (a) - *xảy ra thường xuyên*
occur (v) - *xảy ra, xuất hiện*
occurance (v) - *sự xảy ra, sự xuất hiện*
official (n) - *viên chức, công chức*
office hours - *giờ hành chính*
omission (n) - *sự không làm tròn công việc, sự bỏ sót, sự bỏ quên*
onus (n) - *nhiệm vụ, trách nhiệm*
opinion (n) - *ý kiến*
option (n) - *sự lựa chọn, quyền lựa chọn, quyền mua bán cổ phần*
order (n) - *lệnh, yêu cầu, chỉ thị*
ordinance (n) - *nghị định, sắc lệnh*
ordinary (a) - *thông thường, bình thường*
original (a) - *gốc, chính*
otherwise (adv) - *trường hợp khác*
outbreak (n) - *sự bùng nổ (chiến tranh)*
outturn (n) - *sự dỡ hàng, số lượng hàng giao*
outturn weight - *trọng lượng hàng dỡ khỏi tàu*
overcast (a) - *u ám, phủ mây (bầu trời)*
overcharges (n.pl)- *chi phí quá nhiều ; lượng quá tải*
overtime (n) - *giờ phụ trội*
owing to (prp) - *vì, bởi vì*
own (v) - *sở hữu, làm chủ*

P

pack (v) - *đóng gói*
package (n) - *kiện hàng, gói hàng*
part (n) - *phần ; bên*
of the first (second) ~ - *-thuộc bên thứ nhất (hai)*
partial (a) - *một phần*
particularly (adv) - *đặc biệt*
particulars (n.pl) - *các chi tiết*
party (n) - *bên (ký kết)*
pass (n) - *lối đi, luồng ; eo biển hẹp*
patch (n) - *rạn, dải*
to pay (paid, paid) (v) - *-trả, thanh toán*
payable (a) - *có giá trị thanh toán*
payment (n) - *sự thanh toán, số tiền thanh toán*
peak (n) - *đỉnh (sóng, buồm) ; khoang mũi, khoang lái, mỏm tàu*
per (prp) - *trên, đầu*
as per - *theo như, thể theo*
perform (v) - *thực hiện*
performance (n) - *sự thực hiện*
peril (a) - *hiểm họa (của biển)*
piece (n) - *miếng, phần, chi tiết*
pipeline (n) - *đường ống dẫn*
pitching (n) - *sự lắc thẳng, dọc (tàu)*
point out (v) - *chỉ ra*
policy (n) - *chính sách ; đơn bảo hiểm*
poop (n) - *thượng tầng đuôi, bản thượng tầng đuôi*
port (n) - *cảng*
position (n) - *vị trí ; tình trạng*
to be in a ~ - *ở vào một vị thế*

postpone (v) - *hoãn lại, đình lại*
pratique (n) - *sự kiểm dịch*
prejudice (n) - *sự thành kiến*
preliminary (adv) - *sơ khởi, khởi đầu*
present (v) - *trình, nộp, dâng*
preservation (a) - *sự giữ gìn, sự duy trì*
pressure (n) - *áp lực ; áp suất*
prevail (v) - *chiếm ưu thế, thịnh hành*
previously (adv) - *trước đây*
prima facie evidence - *bằng cớ sơ khởi*
print (v) - *in*
prior to (prp) - *trước*
privity (n) - *dây liên hệ quyền và nghĩa vụ*
with (without) the ~ - *có (không có) dây liên hệ pháp luật*
procedure (n) - *thủ tục*
procure (v) - *kiếm được, tìm được*
proceed (v) - *đi theo, tiếp tục, hành động*
proceeds (n,pl) - *số thu nhập, doanh thu*
produce (v) - *trình ra, gây ra, đem lại, sản xuất*
proper (a) - *hợp lý*
property (n) - *tài sản, vật sở hữu, quyền sở hữu*
pro rata (adv) - *tính theo tỷ lệ*
protect (v) - *bảo vệ, bảo quản, giữ gìn*
prove (v) - *chứng tỏ, chứng minh*
provide for (v) - *nuôi sống*
provided(cj) - *với điều kiện là*
provision (n) - *sự chuẩn bị đầy đủ, sự dự phòng ; điều khoản, quy định*
(pl) - *lương thực*
purpose (n) - *mục đích*
pursuant to (adv) - *chiếu theo*

Q

quality (n) - *chất lượng*
quantity (n) - *số lượng*
quarantine (n) - *sự kiểm dịch, sự làm dịch tễ*
quay (n) - *ke, bến cảng*
question (n) - *vấn đề, sự nghi ngờ*
in ~ - *đang được xem xét, thảo luận, tranh cãi*
quote (v) - *nêu giá ; trích*

R

radio (v) - *liên lạc bằng vô tuyến*
raft (n) - *bè, mảng*
railing (n) - *lan can, hàng rào chấn song*
rapid (a) - *nhanh*
rate (n) - *tốc độ; tiến độ; mức giá cước (vận chuyển)*
re :(vt) - *về việc*
reach (n) - *độ trớn (của tàu theo quán tính)*
(v) - *trườn tới*
reason (n) - *lý do*
reasonable (a) - *hợp lý*
~ price - *giá phải chăng*
rebate (n) - *sự bớt giá, sự giảm giá*
receipt (n) - *biên nhận, biên lai*
receiver (n) - *người nhận*
reception (n) - *sự thu, sự nhận*
reckon (v) - *tính, tính toán*
recover (v) - *phát hiện, tìm thấy*
refer to (v) - *nói đến, nhắc về*

refinery (n) - *nhà máy lọc*
petroleum ~ - *nhà máy lọc dầu*
refloat (v) - *ra khỏi cạn (tàu)*
refrigerating (pres.p.)- *làm lạnh*
refuse (v) - *từ chối*
regard (n) - *sự quan tâm, sự chú ý*
with ~ to - *về (việc gì)*
regarding (prp) - *về, về việc*
regret (v) - *lấy làm tiếc*
regulation (n) - *quy định*
reimburse (v) - *hoàn trả*
relation (n) - *mối quan hệ*
in ~ to - *có quan hệ với*
reliable (a) - *đáng tin cậy*
relieve (v) - *làm an tâm, làm nhẹ bớt*
remain (v) - *còn lại, vẫn còn*
remainder (n) - *số còn lại*
remuneration (n) - *sự thưởng, tiền thưởng*
repair (n) - *công việc sửa chữa*
represent (v) - *đại diện*
representative (n)- *người đại diện*
repudiation (n) - *sự khước từ*
request (n) - *sự yêu cầu*
require (v) - *yêu cầu*
requirement (n) - *lời yêu cầu, nhu cầu*
rescue (v) - *cứu, giải thoát*
reserve (n) - *sự dự trữ, vật dự trữ*
respect (n) - *phương diện*
in ~ of - *về phương diện, về mặt*

in all ~s - *về mọi phương diện*
respectively (adv)- *riêng từng, lần lượt*
responsibility (n) - *trách nhiệm*
to bear ~ - *chịu trách nhiệm*
restraint (n) - *sự hạn chế, bộ phận khống chế*
result (n) - *kết quả, hệ quả*
(v) - *dẫn đến kết quả*
resultant (a) - *kết quả, hợp lực*
resume (v) - *làm lại, lại tiếp tục*
reversible (a) - *cân đối, bù trừ*
~ time - *thời gian bù trừ (do không theo kịp tiến độ xếp dỡ quy định)*
revolutions (n.pl) - *những sự thay đổi cơ bản*
ridge (n) - *dãy đá ngầm*
road (n) - *con đường*
roadstead (n) - *vũng tàu*
rolling (n) - *sự lắc ngang (tàu)*
rule (n) - *luật lệ, quy định*
rulers (n) - *những người cầm quyền*
run against - *đâm vào*
runner (n) - *dây chuyền chất hàng*
running days - *ngày trôi qua liên tục.*

S

safeguard (v) - *bảo vệ, bảo đảm*
safety equipment (n)- *thiết bị an toàn*
sail (v) - *đi biển, ra khơi, chạy bằng buồm*
sale (n) - *sự bán hàng*
salvage (n) - *sự cứu nạn*

~ Contract	-	*hợp đồng cứu nạn*
salve (v)	-	*cứu, cứu tàu*
salvor (n)	-	*tàu cứu nạn, người cứu nạn*
same (a)	-	*giống nhau, tương tự*
(pron)	-	*người, vật giống nhau*
sample (n)	-	*mẫu*
scale (n)	-	*thang (đo)"; thước chia độ*
scattering (n)	-	*sự tản xạ, sự tản mạn*
scope (n)	-	*phạm vi, tầm*
seal (v)	-	*bịt kín, đóng dấu, niêm phong*
seaworthy (a)	-	*có khả nàng đi biển, có khả năng hành thủy*
second (n)	-	*giây*
secure (v)	-	*buộc chặt ; bảo đảm*
security (n)	-	*sự an toàn, vật bảo đảm*
semicircle (n)	-	*hình bán nguyệt*
sensible (a)	-	*dễ nhận thấy, khôn ngoan*
separation (n)	-	*sự tách, sự phân ly*
serve (v)	-	*phục vụ, đáp ứng*
set (n)	-	*bộ*
settle (v)	-	*dàn xếp, giải quyết ; thanh toán (nợ)*
settlement (n)	-	*sự dàn xếp, sự giải quyết ; sự thanh toán (nợ)*
~.of the dispute	-	*sự dàn xếp tranh chấp*
shift (v)	-	*dịch chuyển*
shifting (n)	-	*sự dịch chuyển của tàu*
ship (n)	-	*tàu ; tàu thủy*
shipwater	-	*nước ngọt trên tàu*
shipchandler (n)	-	*người cung ứng tàu biển, người giao hàng cho tàu*

shipment (n) - *sự xếp hàng xuống tàu, sự gửi hàng bằng đường biển*

shipper (n) - *người gửi hàng*

shipping documents- *chứng từ gửi hàng*

shipping forecast - *sự dự báo biển*

shorelines (n) - *đường bờ, bờ (biển)*

shortage (n) - *sự thiếu hụt*

short delivery. - *sự giao hàng thiếu*

shower (n) - *mưa rào*

sight (v) - *lấy độ cao, ngắm, trông thấy*

sign (n) - *dấu, dấu hiệu, ký hiệu*

(v) - *ký kết*

similiar (a) - *tương tự*

simultaneous (a) - *đồng thời*

slight (a) - *nhẹ*

sling (n) - *dây thùng, dây cáp*

sole (a) - *độc nhất, duy nhất*

~ arbitrator - *trọng tài viên duy nhất*

sound (a) - *hợp lý ; không hỏng, vững chãi*

spare (a) - *dự trữ*

~ parts - *đồ phụ tùng*

spillage (n) - *sự tràn chảy*

spontaneous (a) - *tự động*

~ combustion - *sự tự phát cháy*

spraying (n) - *sự phun, sự phun bụi nước*

squall (n) - *cơn gió mạnh, gió giật*

stage (n) - *giai đoạn, tầng*

stamp (n) - *con dấu*

(v) - *đóng dấu*

starboard (n) - *mạn phải*

state (n) - *vị trí, trạng thái*
statement (n) - *bản tuyên bố*
staunch (a) - *chắc chắn, không bị thấm nước*
stay (n) - *dây neo (cột buồm)*
(v) - *giữ lại, chống bằng trụ*
steam up (v) - *phà hơi, nhả khói*
steam ahead (v) - *chạy tới*
Steamship Line - *tuyến tàu hơi nước*
stern (n) - *đuôi tàu, phía đuôi tàu*
stevedore (n) - *người bốc dỡ*
stipulate (v) - *quy định, yêu cầu*
stop (n) - *sự dừng lại, sự chặn lại*
storage (n) - *sự lưu kho*
stores (n.pl) - *số hàng trong kho*
storm advisory - *sự tham vấn về bão*
stowage (n) - *sự xếp hàng*
~ plan - *sơ đồ xếp hàng*
stranded (a) - *bị đâm vào bờ, bị mắc cạn*
to go (get) ~ - *mắc cạn*
stress (n) - *áp lực, ứng suất*
strike (struck, struck)- *va, đập*
strike (n) - *sự đình công ; sự va đập*
strike against - *va vào*
subject (a) - *lệ thuộc, không độc lập*
submit (v) - *trình, nộp*
sufficient (a) - *đủ, hợp lý*
sufficiency (n) - *sự đủ, sự hợp lý*
suggest (v) - *đề nghị, cho rằng*
sum (n) - *khoản tiền*

summons (n) - *trát đòi hầu tòa*
sure (a) - *chắc chắn*
to make ~ - *chắc chắn*
surface (n) - *mặt, bề mặt*
surplus (n) - *lượng dư thừa*
surveyor (n) - *người giám định*
sustain (v) - *chống đỡ, giữ vững được*
swell (n) - *sóng lừng, sự trương nở*
sweating (n) - *sự ra mồ hôi (hàng hóa)*

T

tackle (n) - *dây dợ (để kéo buồm)*
take in - *nhận (hàng vào tàu)*
tally (n) - *sự kiểm kiện*
(v) - *kiểm kiện*
tallyman (n) - *người kiểm kiện*
tank (n) - *két, thùng chứa, bể chứa*
~ ship - *tàu chở dầu, tàu chở chất lỏng*
~ space - *không gian bể chứa*
~ vessel - *tàu chở dầu, tàu chở chất lỏng*
tariff (n) - *biểu giá cước (vận chuyển)*
taxes (n) - *thuế*
tender (v) - *trao, dâng, nộp*
tenor (n) - *nội dung (một chứng từ)*
temperature (n) - *nhiệt độ*
water ~ - *nhiệt độ nước*
termination (n) - *sự kết thúc*
terms (n.pl) - *các điều kiện giao hàng ; điều khoản*
testify (v) - *chứng thực, khai*

thanks to - *do ở, nhà ở*
thundershower (n)- *mưa giông*
tight (a) - *kín, khít*
time (n) - *thời gian*
in due ~ - *đúng hạn*
~ sheet - *bảng ghi thời gian làm việc*
torn (p.p.) - *bị rách, cũ, mòn*
total (n) - *số lượng toàn bộ*
tow (v) - *lai, dắt (tàu...).*
trade (v) - *buôn bán*
traffic (n) - *sự giao thông, sự vận chuyển*
transfer (v) - *chuyển, dịch chuyển, chuyển nhượng*
trans-ship (v) - *chuyển hàng, sang tàu*
treat (v) - *xử lý ; đối xử*
Trinity House - *cơ quan quản lý hoa tiêu và hải đăng (Anh)*
trim (v) - *sắp xếp (hàng)*
trimming (n) - *sự sắp xếp hàng*
trouble (n) - *sự hỏng hóc, sự trục trặc*
trough (n) - *máng, rãnh (thoát nước) ; rãnh áp thấp*
tug (n) - *tàu kéo, tàu lai*
turbidity (n) - *độ đục*
typhoon (n) - *bão*

U

ullages (n.pl) - *lượng vơi, lượng hao (bốc hơi, rò rỉ) ; lượng thực (của hàng khi giao)*
unable (a) - *không thể*
to be ~ - *không thể*
undersigned (a) - *có ký bên dưới*

understanding (n)- *sự đồng lòng, sự thỏa thuận*
on the ~ that - *với điều kiện rằng*
undertake (undertook, undertaken) - *cam kết*
unfit (a) - *không vừa, không thích hợp*
uniform (a) - *thống nhất, đồng nhất, cùng một kiểu*
unit (n) - *đơn vị, cấu kiện, bộ phận máy*
unsatisfactory (a)- *không thích hợp, không hài lòng*
umpire (n) - *tối thượng trọng tài*
urgency (n) - *sự khẩn cấp*
urgent (a) - *khẩn cấp*

V

valid (a) - *có hiệu lực*
value (n) - *giá trị*
vent (n) - *lỗ thông, lỗ thoát*
verify (v) - *xác minh, thẩm tra*
vice (n) - *lỗi, khuyết tật*
victuals (n) - *lương thực, thực phẩm*
visibility (n) - *tầm nhìn (xa)*
visit (v) - *tham quan, khám xét*
void (a) - *không có hiệu lực*
to stand ~ - *hết hiệu lực*
volume (n) - *dung tích, sức chứa*
voyage (n) - *sự vận tải biển,chuyến đi bằng đường biển*

W

waive (v) - *từ bỏ, khước từ*
warehouse (n) - *nhà kho*

warn (v) - *khuyến cáo*
warning (n) - *sự báo hiệu, sự báo trước*
warrant (v) - *sự cho phép, giấy phép*
warranty (n) - *sự bảo đảm ; sự cho phép ; sự biện hộ*
wash out (v) - *cuốn đi, trôi đi, rửa sạch*
wastage (n) - *sự lãng phí ; sự hao mòn*
Weather Bureau - *cục khí tượng*
weight (v) - *cân nặng*
weight (n) - *trọng lượng*
wet (v) - *làm ẩm, làm ướt*
wetting (n) - *sự ẩm ướt*
whereas (cj) - *trong khi, ngược lại*
willing (a) - *sẵn sàng, sẵn lòng*
to be ~ - *sẵn lòng*
winch (n) - *tời*
winchman (n) - *người kéo tời*
within (prp) - *trong vòng*
wire (v) - *đánh điện báo*
witness (n) - *nhân chứng*
wrong (a) - *sai, không đúng*

Z

zero (n) - *số không*
zone time - *giờ khu vực*

COMMON SHIPPING CARGO

Các mặt hàng thông dụng chuyên chở bằng đường biển

A

almonds - *hạnh nhân*
apples - *táo*
apricots - *mơ*
asparagus - *măng tây*

B

bacon - *thịt lợn muối xông khói*
bananas - *chuối*
barley - *lúa mạch*
pear ~. - *lúa mạch xay (thành những hạt nhỏ)*
bay leaves - *lá nguyệt quế*
beans - *đậu*
beef - *thịt bò*
salt ~. - *thịt bò ướp muối*
beer - *bia*
betroot - *củ cải đường*
berries - *mọng*
beverages - *đồ uống*
refreshing ~. - *nước giải khát*
bicycle - *xe đạp*
~ tyre - *lốp xe đạp*
blanket - *mền, chăn*
blue cloth jacket - *áo khoác nỉ xanh*
boots - *giày ống*

rubber ~ - *giày ống bằng cao su*
bottle - *chai, lọ*
brandy - *rượu mạnh*
bread - *bánh mì*
brush - *bàn chải*
clothes ~ - *bàn chải giặt quần áo*
shoe ~. - *bàn chải đánh giày*
buckle - *khóa (thắt lưng)*
buckwheat - *kiểu mạch*
bun - *bánh bao nhân nho*
bunch - *búi, chùm*
butter - *bơ*
fresh ~. - *bơ tươi*
salted ~. - *bơ muối*
butter beans - *đậu có phết bơ*
buttons - *cái khuy, cái cúc*
cabbage - *cải bắp*
calico - *vải chúc bâu*
candles - *nến*
can - *vỏ đồ hộp*
canned fish - *cá đóng hộp*
canned meat - *thịt đóng hộp*
capers - *nụ bạch hoa*
carbonate soda - *nước sô-đa (thức uống)*
carpet - *thảm*
carrots - *cà rốt*
cauliflower - *bông cải*
caviare - *trứng cá muối*
~ in grains - *hạt trứng cá muối*
pressed ~. - *trứng cá muối ép*
salmon ~. - *trứng cá hồi muối*

sturgeon ~. - *trứng cá tầm muối*
celery - *cần tây*
chese - *phó mát*
chemise - *áo sơ-mi*
cherries - *anh đào*
chestnuts - *hạt dẻ*
china ink - *mực Tàu*
chinaware - *đồ sứ*
chocolate - *sô-cô-la*
cigars - *xì gà*
cigarettes - *thuốc lá*
cinnamon - *quế*
cloth - *vải*
clothes - *áo quần*
cloves - *đinh hương*
coat - *áo choàng*
cocoa - *ca cao*
cocoa-nut oil - *dầu hạt ca cao*
cod, codfish - *cá thu*
dried ~. - *cá thu phơi khô*
salt ~. - *cá thu muối*
cod liver oil - *dầu gan cá thu*
coffee - *cà phê*
ground ~. - *cà phê vườn*
whole ~. - *cà phê nguyên hạt*
coffee-pot - *bình cà phê, phin cà phê*
collar, neckcloth - *cổ áo*
coloured calico - *vải chúc bâu màu*
coral beads - *hạt san hô*
cordage - *thừng chão (của tàu)*
cork - *điên điển (để làm nút chai)*

corned beef - *thịt bò ướp muối*
cornflakes - *bánh bột ngô*
corniflour - *bột ngô*
cotton - *cô-tông, bông*
crabmeat - *thịt cua*
cravat - *ca-vat, khăn choàng cổ*
cream - *kem*
sour ~ - *kem chua*
crystal - *đồ pha lê*
cucumber - *dưa chuột*
pickled ~. - *dưa chuột giầm*
cuff-links - *cái cài tay áo*
cup - *tách*
currants - *phúc bồn tử*
curtains - *rèm cửa sổ*
cutlery - *đồ dao kéo*

D

drawers - *quần lót*
dress - *áo đầm*
drugs - *thuốc tây*
Duck (n) - Vải bông dày

E

earthenware - *đồ gốm*
egg - *trứng*
~ plants - *cây cà tím*

F

fat - *mỡ*
felt hat - *mũ nỉ*
Fig (n) - Quả sung (figs)
fillet - *thịt róc xương*
fish - *cá*
dried ~. - *cá khô*
fried ~. - *cá chiên*
salf ~ - *cá muối*
smoked ~ - *cá xông khói*
flannel - *nỉ mỏng, nỉ nhẹ*
flour - *bột*
rye ~. - *bột lúa mạch đen*
wheat ~ - *bột lúa mì*
fork - *cái nĩa*
fountain-pen - *cây viết máy*
fruit - *trái cây*
dried ~ - *trái cây khô*
tinned ~ - *trái cây đóng hộp*
~ essence - *dầu thơm lấy từ trái cây*
furs - *lông thú*

G

galoshes - *giày cao su (đi mưa, tuyết...)*
garlic - *tỏi*
garters - *nịt bít-tất*
gelatine - *dêlatin, chất keo (nấu bằng da, thịt, gân...)*
gin - *rượu gin*
ginger - *gừng*

glass - *kính, thủy tinh*
glass cloth - *giẻ lau kiếng*
gloves - *găng tay*
kid-~ - *găng tay bằng da dê non*
goose - *ngỗng*
gourds - *bầu*
grapes - *nho*
great-coat - *áo choàng, áo bành tô*

H

haddock, smoket - *cá êfin (xông khói) (ở Bắc Đại Tây Dương)*
ham - *giăm bông*
handkerchief - *khăn tay*
hat - *nón, mũ*
hens - *gà mái, chim mái*
herbs, dried - *cây thảo (khô)*
herring - *cá trích*
~ in tomato sauce - *cá trích xốt cà chua*
salt ~ - *cá trích muối*
smoked ~ - *cá trích xông khói*
honey - *mật*
hops - *cây hoa bịa, cây hublông*
horse-radish - *cây cải ngựa*

I

ice - *băng, nước đá, kem*
ink - *mực*
iron - *sắt*
ivory - *ngà voi*

J

jacket	-	*áo choàng*
jam	-	*mứt*
japanned goods	-	*hàng đánh véc-ni đen*
jellies	-	*thịt nấu đông ; mứt trái cây*
jug	-	*cái bình*
milk ~.	-	*bình sữa*

K

kippers	-	*cá trích muối hun khói*
knife	-	*dao*

L

laces	-	*ren, đăng ten*
lard	-	*mỡ lợn*
leek	-	*tỏi tây*
lemonade	-	*nước chanh*
lentil	-	*đậu lăng*
lettuce	-	*rau diếp*
lime juice	-	*nước chanh*
linen	-	*vải lanh*
linseed oil	-	*dầu hạt lanh*
liver	-	*gan*

M

macaroni	-	*mì ống*

maize	-	*ngô, bắp*
malt	-	*mạch nha*
manual	-	*sổ tay*
margarine	-	*bơ macgarin*
marmalade	-	*mứt cam*
medicine	-	*thuốc tây*
melon	-	*dưa hấu*
milk	-	*sữa*
condensed ~	-	*sữa đặc*
unsweetened ~	-	*sữa không có đường*
millet	-	*cây kê, hạt kê*
mineral water	-	*nước khoáng*
mirror	-	*gương soi*
molasses	-	*mật*
morocco leather	-	*da dê (Marốc)*
mug	-	*ca, chén, vại*
muslin	-	*vải muxơlin*
mustard	-	*mù tạc*
~ pot	-	*bình đựng mù tạc*
mutton	-	*thịt cừu*

N

necklace	-	*dây chuyền, chuỗi hạt*
necktie	-	*cà vạt*
needles	-	*kim (khâu)*
nutmeg	-	*hạt nhục đậu khấu*
walnuts	-	*quả óc chó, gỗ óc chó*
ground ~.	-	*hạt nhục đậu khấu nhà*

O

oatmeal	-	*bột yến mạch*
oats, rolled	-	*hột yến mạch làn*
olives	-	*ô liu*
onions	-	*củ hành, cây hành*
oranges	-	*cam*
overall	-	*áo khoác làm việc*
overcoat	-	*áo khoác ngoài*
oysters	-	*sò, hàu*

P

pantry cloth	-	*vải làm khăn ăn*
parchment	-	*giấy da*
parsley	-	*rau mùi tây*
parsnips	-	*củ cần*
peaches	-	*quả đào*
pears	-	*quả lê*
pearls	-	*ngọc trai*
peas	-	*đậu, đậu Hà Lan*
green ~.	-	*đậu xanh*
split ~.	-	*đậu nẻ*
tinned ~.	-	*đậu đóng hộp*
peels	-	*vỏ trái cây*
pen	-	*bút, ngòi bút*
pencil	-	*bút chì*
pepper	-	*tiêu*
black ~	-	*tiêu đen*
green ~	-	*tiêu xanh*

white ~.	-	*tiêu trắng*
whole ~.	-	*tiêu nguyên hạt*
peper-pọt	-	*bình đựng tiêu*
perfumes	-	*nước hoa*
pickles	-	*rau giầm*
pies	-	*bánh pâtê*
pilchards	-	*cá xacđin* '
pin	-	*đinh ghim, cái kẹp*
pine	-	*gỗ thông*
pine-apple	-	*quả dứa*
plate	-	*đĩa (đựng thức ăn)*
dessert ~.	-	*đĩa đựng thức ăn tráng miệng*
soup	-	*đĩa đựng xúp*
plums	-	*mận*
pork	-	*thịt heo*
salt ~.	-	*thịt heo ướp muối*
port	-	*rượu vang đỏ*
potatoes	-	*khoai tây*
poultry	-	*gà vịt, gia cầm*
preserved vegetables	-	*rau quả được cất giữ*
preserves	-	*mứt*
prunes	-	*mận khô*

Q

quince	-	*mộc qua*

R

radish	-	*cây cải*

raisins - *nho khô*
raspberry - *quả mâm xôi*
razor - *dao cạo*
safety ~ - *dao cạo an toàn*
~ blades - *lưỡi dao cạo*
rice - *gạo*
rum - *rượu mạnh*
runner - *đậu leo*
rusks - *bánh bít cốt*
rye - *lúa mạch đen*

S

saffron - *cây nghệ tây*
sago - *bột cọ*
salad oil - *dầu xà lách*
salmon - *cá hồi*
salt - *muối*
block ~ - *muối tảng*
cooking ~ - *muối ăn*
sardines - *cá xacđin*
saucer - *đĩa (để cốc tách)*
sauerkraut - *món dưa cải bắp*
sausage - *xúc xích dồi, lạp xưởng*
scarf - *khăn quàng cổ*
scissors - *cái kéo*
sea lamprey - *cá mút đá biển*
semolina - *lõi hạt*
shaving-brush - *cái cạo râu*
shawl - *khăn choàng*

sheet	-	*khăn trải giường*
sherry	-	*rượu vang trắng*
ship biscuits	-	*bánh bích quy dùng trên tàu*
shirt	-	*áo sơ mi*
shoe	-	*giày*
~ polish	-	*xi đánh giày*
shorts	-	*quần cụt*
silk	-	*lụa*
artificial ~	-	*lụa nhân tạo*
skirt	-	*váy*
slippers	-	*dép*
soap	-	*xà phòng*
soft ~	-	*xà phòng mềm*
toilet ~	-	*xà phòng tắm*
socks	-	*bít tất ngắn cổ*
sole	-	*đế giày*
leather ~	-	*đế giày da*
spaghetti	-	*mì ống*
spice	-	*đồ gia vị*
spirit	-	*rượu mạnh*
sponge	-	*bọt biển*
spoon	-	*thìa, muỗng*
table ~	-	*thìa xúp*
tea ~	-	*thìa uống trà*
sprouts	-	*mầm cây*
starch	-	*tinh bột hồ*
stationery	-	*văn phòng phẩm*
stockfish	-	*cá moruy khô không muối*
stockings	-	*bít tất dài*

fine ~ - *bít tất dài mịn*
woolen ~ - *bít tất dài bằng len*
strawberry - *quả dâu tây*
wild ~ - *quả dâu tây hoang*
studs - *đinh rivê, đinh tán*
suet - *mỡ trắng ở thận súc vật*
sugar - *đường*
granulated ~ - *đường ở dạng bột*
loaf ~. - *đường bánh*
suit - *bộ quần áo*
sultanas - *nho không hột*
sunflower - *hoa hướng dương*
~ seeds - *hạt hoa hướng dương*
~ seed oil - *dầu hạt hoa hướng dương*
suspenders - *cái móc treo*
sweet biscuits - *bánh bích quy có đường*
sweets - *kẹo ngọt*

T

table-cover, table-cloth- *vải trải bàn*
tapestry - *tấm thảm*
tea - *trà*
~-kettle, ~-pot - *bình trà, ấm trà*
thread - *chỉ, sợi chỉ*
tin-opener - *đồ mở hộp*
tobacco - *thuốc lá*
pipe - ~ - *thuốc lá hút bằng tẩu*
tomatoes - *cà chua*
tomato paste - *bột cà chua*

towel	-	*khăn tắm, khăn lau*
bath ~.	-	*khăn tắm*
toys	-	*đồ chơi*
trousers	-	*quần dài*
tumbler	-	*cốc không chân*
tung oil	-	*dầu tung*
tunic	-	*áo chẽn*
turkey cock	-	*gà tây trống*
turnips	-	*cải củ*
turpentine	-	*nhựa thông*
twine	-	*sợi xe, dây bện*
sewing ~.	-	*sợi xe dùng để khâu*

U

umbrella	-	*cái ô*
underwear	-	*đồ lót*

V

vanilla	-	*vani*
veal	-	*thịt bê*
vegetables	-	*rau quả*
vermicelli	-	*bún, miến*
vinegar	-	*dấm*

W

waistcoat	-	*áo ghi lê*
washing powder	-	*bột giặt, xà phòng*

water-melon	-	*dưa hấu*
wax	-	*sáp*
wheat	-	*lúa mì*
whisk	-	*cái đánh trứng*
whisky	-	*rượu uýt ki*
white calico	-	*vải chúc bâu trắng*
wine	-	*rượu vang*
wool	-	*len*
woolen	-	*đồ len*
worsted vest	-	*áo vét dệt bằng sợi len xe*
writing paper	-	*giấy viết*

Y

yeast, dried	-	*men khô*
~, fresh	-	*men tươi*

SHIPPING TERMS

THUẬT NGỮ HÀNG HẢI

A

air-pump - *bơm khí nén*
alley-ways runners - *dây chuyền chất hàng hành lang*
anchor light - *đèn rọi sáng neo*
ammonia (srubbs) - *sự lọc khí a-mô-ni-ac*
anvil - *cái đe*
asbestos rope bagging- *sự đóng bao bằng dây thạch miên*
ash buckets - *thùng đựng tro*
auger - *mũi khoan*
auxiliaries - *thiết bị phụ, trang bị phụ*
axe - *trục, hệ trục (tọa độ)*

B

bag - *bao, bì, túi*
~, ash - *bao đựng tro*
~ for blankets - *túi đựng chăn mền*
~, jute - *bao đay ,*
balance - *sự cân bằng, sự đối trọng*
~.srping - *lò xo cân bằng*
baler - *gàu tát (để tát nước ở thuyền)*
ball, black, signal - *quả cầu tín hiệu màu đen*
bar brass - *đồng thanh*
~.iron - *sắt thanh*
barrows, coal - *xe chở than*
baskets, ballast - *giỏ dẫn tàu*

bilge pump - *cái bơm nước bẩn ở đáy tàu*
binoculars - *ống nhòm*
black lead - *dây dọi đen*
blowlamp - *bộ đèn hàn, mỏ hàn*
boat hook - *neo xuồng*
~ lacing - *sự buộc xuồng*
boiler caulking tools - *dụng cụ xảm nồi hơi*
~ door joints - *chỗ nối van điều tiết nồi hơi*
boilling pot - *bình nấu sôi*
bolt - *bulông*
~ and nut - *bulông và đai ốc*
boot-topping - *dải mạn tàu giữa mớn nhẹ và mớn tải đầy*
borax borac - *(hóa chất)*
bowls - *chỗ sâu, chỗ lõm ; bình chứa, thùng*
bradawl - *cái dùi*
brick - *gạch*
~ bath - *bồn tắm bằng gạch*
brown paint - *sơn màu nâu*
~ umber - *màu nâu đen*
brush - *bàn chải, chổi*
~ boot - *bàn chải đánh giày*
~ carpet (stift) - *bàn chải thảm (cứng)*
~ clothes - *bàn chải áo quần*
~ holder - *tay cầm của bàn chải*
~ paint,varnish, flat - *chổi sơn/đánh vecni/phẳng*
~ pencil, camel hair - *chổi quét bụi bút chì bằng lông lạc đà*
~ scrubbing - *chổi cọ*
~ swab - *chổi giẻ lau sàn*
~ sweeping - *chổi quét*
~ tar - *chổi quét nhựa đường*
~ whitewash - *chổi quét vôi tường*

bucket - *thùng, xô, gàu*
bunker hatch tarpaulin- *bạt che hầm nhiên liệu*
bunting - *cờ*
buoyant self-igniting light - *đèn nổi tự phát sáng*

C

cabin - *buồng, khoang, cabin*
~ matting - *sự lót thảm cho buồng*
cable, single, lead-covered - *cáp một dây có phủ chì*
~, single, rubber-covered - *cáp một dây có bọc cao su*
~, twin, rubber-covered - *cáp hai dây có bọc cao su*
calker (= caulker) - *vật để xảm/bít/trét*
candles - *nến*
canvas - *vải bạt, buồm (vải bạt)*
~ awing - *hiên che bạt*
~ bucket - *gàu bằng vải buồm*
~ hood - *mui, vỏ che bằng vải buồm*
~ hose - *ống bằng vải bạt*
~ hose spray nozzle - *đầu phụt nước chữa cháy bằng vải buồm*
~, repair - *vải bạt để sửa chữa*
~ tarpaulin - *tấm che bằng bạt*
~ water proof bags - *túi bằng bạt không thấm nước*
~ weather cloth - *vải bạt che mưa gió*
carafe - *bình đựng nước (để bàn ăn)*
carbolic acid - *axit cabolic*
carborundum - *cacbonrundun (hợp chất giữa cacbon và silic)*
~ cloth - *vải cacbonrundun*
~ grinding machine - *máy nghiền cacbonrundun*
~ paper - *giấy cacbonrundun*

~ paste - *hồ dán cacbonrundun*
~ powder - *bột cacbonrundun*
cardboard - *bìa cứng, giấy bồi*
cargo cluster light - *đèn chùm thấp sáng nơi chứa hàng*
~ gin - *ròng rọc cẩu hàng*
~ hoist - *cần trục nâng hàng*
~ net, Manilla rope - *lưới cẩu hàng bằng thừng gai Manila*
~ snatch with hook (eye) - *sự vồ lấy hàng bằng cẩu (vòng treo)*
carpenter's level - *ống thủy thợ mộc*
carpenter's tool - *dụng cụ thợ mộc*
cask taps, brass - *van thùng tô nô bằng đồng*
cement - *xi măng*
chalk - *phấn*
chisel - *cái đục, dao khắc*
~ bar - *cần của cái đục*
~, cold - *cái đục nguội*
~, cow mouth - *cái đục hình miệng bò*
~, flat - *cái đục dẹt*
~, flat joiner's - *cái đục dẹt của thợ mộc*
~, wood - *cái đục gỗ*
clips, flag - *cái kẹp cờ*
clock, zig-zag - *đồng hồ chữ chi*
clutch - *khớp trục, khớp ly hợp*
coach wrench - *chìa vặn đai ốc xe*
coal - *than đá*
~ basket - *rổ đựng than đá*
~ far - *nhựa than đá*
code answering pennent - *cờ mã trả lời tín hiệu*
code flag alphabet - *mẫu tự xếp theo bảng chữ cái của cờ tín hiệu*
coke, filter - *than luyện qua thiết bị lọc*

collision mat - *đệm đỡ va chạm*
compass - *la bàn*
condenser cord - *dây thừng buộc bộ ngưng tụ*
connecting rod - *cần nối*
copper - *đồng*
cords - *dây thừng*
counterpane - *vải trải giường*
crank shaft - *trục khuỷu, trục cơ*
crowbar - *cây nạy đinh*
crude oil for deck protection -*dầu thô để bảo vệ boong tàu*
cylinder block - *pull xy lanh*

D

die nuts - *đai ốc bị lờn*
dippers - *gầu xúc (tàu cuốc)*
drill - *mũi khoan*
~, brace - *mũi khoan có thanh tăng ứng*
~, ratchet - *mũi khoan có bộ bánh răng cóc*
dynamo - *máy phát điện*

E

eccentric rod - *cần lệch tâm*
electric drill - *mũi khoan điện*
~, lamp - *đèn điện*
~, torch, morse - *đèn pin, điện morse*
emery cloth - *vải nhám*
~ powder - *bột nhám*
ensign - *cờ đuôi tàu (quốc kỳ hay cờ hải quân)*
eyelets, brass - *lỗ nhỏ bằng đồng thau*

F

feed water pump - *cái bơm nước tiếp liệu*
fender, cork - *quả đệm (bằng) bần*
fid - *dùi tháo múi dây thừng ; thanh chống cột buồm*
file - *ô để tài liệu*
fire brick - *gạch chịu lửa*
~ clay - *đất sét-nung*
~ extinguisher - *bình dập lửa*
~ extinguisher refill - *cái nạp khí lại cho bình dập lửa*
firing tools - *dụng cụ nung*
first-aid kit - *túi thuốc cấp cứu (trên xuống)*
first-aid outfit - *túi thuốc cấp cứu (trên xuống)*
fish oil for deck protectim - *dầu cá dùng để bảo vệ boong tàu*
flares, deck - *độ ngả của boong tàu*
flaxtow - *xơ (lanh, 'gai)*
flexibles teel wire rope - *thừng bằng thép mềm*
floor paint, red - *sơn sàn màu đỏ*
forelocks - *chốt chẻ, chốt an toàn*
forge bellows, blacksmith's - *ống bễ thợ rèn*
funnel, oil - *phễu nạp dầu*
fuse wire - *dây cầu chảy*

G

gauge classes - *ống đo độ phẳng ngang, ống thủy bình*
~ glass washer - *máy rửa ống thủy bình*
gland bush - *bạc nắp bít*
glasses, hurricane - *kính nhòm dùng lúc có bão*
~, lamp - *kính đèn*

', portlight - *kính cửa húp lô (bên mạn)*
glue-pot - *bình keo*
goggles, chipping - *kính bảo hộ dùng để đẽo, bào*
gouge, wood - *cái đục máng gỗ*
graphite, flaked - *than chì bị tróc*
grapnel and line - *neo móc và dây*
grater - *bàn xát, bàn mài*
grease - *dầu mỡ, dầu nhờn*
grindstone - *đá mài*
guards, rat, galvanized iron - *tấm chắn chuột bằng sắt tráng kẽm (trên tàu)*

H

hacksaw - *cái cưa kim loại*
~ blake - *lưỡi cưa kim loại*
hammer - *cái búa*
~, chipping - *búa gõ rỉ*
~, coal - *búa đào than*
~, copper - *búa bằng đồng*
~, hand - *búa tay*
~ shaft - *trục búa*
hand morse signalling lamp - *đèn cho tín hiệu morse cầm tay*
~ torch - *đuốc cầm tay*
hatch - *hầm tàu*
~ tarpaulin - *bạt che hầm tàu*
heaving line - *đường lắc thẳng đứng (tàu)*
hemp rope - *thừng gai*
hooks, cargo - *móc cẩu bốc dỡ hàng*
~, door - *móc cẩu có van điều tiết*
hose, canvas - *ống bằng vải bạt*

~ nozzle, copper - *súng chữa cháy dạng ống bằng đồng*
~, rubber - *ống bằng cao su*
hurrican lamp - *đèn báo bão*

I

indicator cards - *la bàn có kim chỉ báo*
insulation tape - *băng cách điện, băng cách nhiệt*
iron, bar, flat - *sắt thanh dẹt*
~, bar, round - *sắt thanh tròn*

J

jack and pinion rack - *cái kích và giá để bánh răng*
jack-flag - *cờ mũi chiến hạm*
jack-ladder - *thang dây thanh bậc gỗ*
joiner's brace - *thanh tăng cứng của thợ mộc*
~, brace bits - *trục vặn của thanh tương ứng*
jointing - *mối nối, đệm*
jute - *đay*
~ bag - *bao đay*
~ rope - *thừng đay*

K

knobs, door - *quả nắm cửa*

L

ladder, pilot - *cầu thang cho hoa tiêu*
~, side, rope - *thang dây bên hông tàu*

lamp holder - *đui đèn*
~, holder, porcelain, interior - *đui đèn bên trong bằng sứ*
~ wick - *bấc đèn*
lead, black - *dây dọi đèn*
~, line, hand - *dây đo sâu bằng tay*
~, sheet - *dây đo sâu dạng tấm*
leather, chamois - *da sơn dương, ~ pump - da ống bơm*
~, repair - *da để sửa chữa*
life-boat equipment - *xuồng cứu sinh*
life-buoy - *phao cứu*
~-buoy light - *đèn phao cứu*
~-buoy and line - *phao cứu và dây*
~-jackets, cork or kapok - *áo cứu đắm, bằng nút bần hay bông gạo*
~-jacket tape - *băng áo cứu đắm*
~-waistcoat - *áo ghi lê cứu đắm*
life-raft equipment - *bè cứu đắm*
life-saving equipment -*thiết bị cứu hộ*
lights, blue - *đèn biển (màu xanh)*
~, red, in tins - *đèn đỏ trong hộp thiếc*
lime - *vôi*
line-throwing appliance- *thiết bị thả dây*
linseed oil, boiled - *dầu (hạt) lanh đun sôi*
~, oil, raw - *dầu lanh thô*
litmus paper - *giấy quì*
locks, door - *khóa cửa*
log - *nhật ký hàng hải*
~-book - *sổ nhật ký 'trục*
~ clock - *đồng hồ của máy đo tốc độ*
~-line - *dây của máy tính đường*
~ oil - *dầu của máy đo tốc độ, máy tính đường*

~ rotator - *bộ phận quay của máy đo tốc độ*
~ wheel - *bánh răng máy đo tốc độ*
lubricator sight glasses- *ống nhòm có dụng cụ bôi trơn*
~ oil - *dầu bơi trơn*

M

main hatch tarpaulin - *bạt che hầm chính*
mallet - *vồ gỗ*
Manilla rope - *dây thừng Manilla*
manual pump - *bơm vận hành bằng tay*
marline - *thừng bện sợi đôi, dây buộc thuyền*
masthead lamp, masthead light - *đèn đỉnh cột buồm*
mats - *thảm, chiếu*
measure tape - *thước dây*
megaphone - *loa phóng thanh*
metal polish - *nước đánh bóng kim loại*
metallic packing - *sự đóng gói như kim loại*
mittens, canvas - *găng tay hở ngón bằng vải bạt*
mop - *giẻ lau sàn*
~ with a handle - *giẻ lau sàn có cán cầm*

N

nails, boat, copper - *đinh đóng xuồng bằng đồng*
~, cut - *đinh cắt*
~, wire, oval - *đinh dây hình bầu dục*
~, wire, round - *đinh dây tròn*
needles, bagging - *kim khâu bao*
', roping - *kim thừng, kìm cáp*
~, seaming - *kim khâu nối lại*

netting, wire, mosquito -*sự đặt lưới dây bắt muỗi*
numeral pennants - *cờ hiệu bằng số*
nuts - *đai ốc*

O

oakum - *xơ (xảm thuyền)*
oars - *mái chèo, người chèo*
oil feeders - *bộ phận tiếp dầu*
~, feeder, hand - *dụng cụ tiếp dầu bằng tay*
~ for sea application - *dầu dùng đi biển*
~ funnel - *phễu nạp dầu*
oilskin gauntlet gloves -*găng tay dài vải dầu*
~ hood - *mũ vải dầu*
~ jacket - *áo vải dầu*
~, trousers - *quần vải dầu*
ointment bleach - *thuốc mỡ làm phai màu*

P

packing - *sự đóng gói*
~ knife - *dao để đóng gói*
~, crew - *đội đóng gói*
padlocks - *khóa móc hình chữ U*
palm, roping - *cánh neo cáp*
~ seaming - *sự khâu nối cánh neo*
pinion - *bánh răng nhỏ, pinhông*
pin - *đinh ghim, cái kẹp*
pipe - *ống, đường ống ; còi thuyền trưởng*
~ tongs - *cái kẹp ống*
piston - *pít tông*

~ head - *đầu pít tông*
~ ring - *vành pít tông*
~ rod - *cần pít tông*
planes, wood - *cái bào gỗ*
pliers - *(cái) kìm*
point line - *đường ngắm điểm*
poker - *giùi khắc nung*
polishing materials - *chất đánh bóng*
~ stone - *đá dùng để đánh bóng*
portable fire pump - *bình bơm dập lửa xách tay*
prickers - *vật để núng lỗ*
punch, brass eyelet - *máy khoan lỗ nhỏ bằng đồng*
~, steel - *máy khoan lỗ nhỏ bằng thép*
putty - *mát tít để gắn kính*
putty knife - *dao để gắn mát tít vào kính*

R

radiotransmitter - *máy truyền vô tuyến*
rake - *sự nghiêng (so với đường thẳng đứng)*
rasp - *cái giũa gỗ*
ratline - *thang dây*
red flares - *tên lửa phát tín hiệu pháo sáng màu đỏ*
red lead - *dây dội đỏ*
red oxide - *chất oxuyt màu đỏ*
repair outfit - *đồ nghề sửa chữa*
roller bearing grease - *mỡ quay con lăn*
rope - *thừng, cáp, chão*
~, hemp - *thừng gai*
~, Manilla - *thừng gai Manila*
~ side ladder - *thang dây bên hông tàu*

rowlocks - *quai chèo, cọc chèo*
rubber, portlight - *cửa húp lô (bên mạn) bằng cao su*
runners, matting (coir) -*dây chuyền bện dây xơ dừa*

S

sand paper - *giấy ráp, giấy nhám*
sails - *buồm, chuyến đi bằng thuyền buồm*
saw, hand, cross cut -*cưa tay cắt ngang*
~, meat - *dao cưa thịt*
~, rip - *cưa để cưa khe nứt*
~, tenon - *cái cưa dùng để cưa mộng*
scissors - *cái kéo*
scoops and hoes - *gàu lấy mẫu và cuốc*
scrap log-book - *sổ nhật ký có dán những bài báo cắt hay những vật kỷ niệm*
scraper, bull nose - *tàu vét bùn có mũi cố định*
~, flat - *tàu vét bùn dẹt*
~, three cornered - *tàu vét bùn ba góc*
screw, brass - *chân vịt bằng đồng*
~, iron - *chân vịt bằng sắt*
screwdriver - *chìa vặn vít*
screw-jack - *kích vít*
scrubber, long handled- *bàn chải cán dài*
sea anchor - *neo phao*
searchlight - *đèn pha rọi, đèn chiếu*
seizing wire - *dây buộc*
self-oiling cargo blocks- *ròng rọc cẩu hàng tra dầu tự động*
semaphore flags - *cờ phát tín hiệu (chỉ đường)*
serviettes - *khăn ăn*
set, cold - *hướng dòng chảy lạnh*

shackle - *qual, mắt (xích), vòng móc*
~, screwed - *vòng móc có vặn đinh vít*
sheet brass - *đồng thau tấm*
, brass paper - *giấy bằng đồng thau tấm*
~ iron - *sắt tấm*
~ lead - *chì tấm*
~ manganese bronze - *đồng thanh có nguyên tố mangan bằng tấm*
~ rubber - *cao su tấm*
~ tin - *thiếc tấm*
shifting spanners - *chìa vặn đai ốc di chuyển vị trí*
ship's bell - *chuông tàu thủy*
ship's number (flags) - *(cờ) số hiệu tàu*
shovel, firing - *xẻng châm lửa*
~, trimming - *xẻng san xếp (hàng)*
side lamps, starboard, port - *đèn mạn phải, đèn mạn trái*
sidelight - *đèn mạn*
sieve - *cái ràng, cái rây*
signal halyard - *dây treo cờ tín hiệu*
~ pistol - *súng lục bắn tín hiệu*
slice, long - *dao cắt dài*
sling - *dây thừng, dây cáp*
~, chain - *xích cáp*
smoke signals - *tín hiệu khói*
soft wood plugs and wedges - *nút và nệm bằng gỗ mềm*
solder - *chất hàn*
soldering fluid - *chất lỏng để hàn*
~ iron - *sắt để hàn*
sounding machine - *máy đo sậu*
~ machine sinker - *neo máy đo sâu*
~ machine wire - *dây máy đo sâu*

~ rod and line - *thước và dây đo sâu*
spanner - *chìa vặn đai ốc*
~, box type - *chìa vặn đai ốc dạng hộp*
~, claw type - *chìa vặn đai ốc dạng móng*
~, double-ended - *chìa vặn đai ốc hai đầu*
~, single-ended - *chìa vặn đai ốc một đầu*
~, star type - *chìa vặn đai ốc dạng ngôi sao*
~, tube type - *chìa vặn đai ốc dạng ống*
~, universal type - *chìa vặn đai ốc dạng thông dụng*
spanes - *đồ phụ tùng*
spike, hand, wood - *móc sắt tay bằng gỗ*
~, marline - *móc sắt dây đôi*
~, wire - *móc sắt bọc dây*
split pins - *đinh ghim vết nứt*
sponge cloths - *vải bọt biển*
spunyarn - *dây mảnh có tẩm hắc in (được xe bằng 2-4 sợi).*
spur wheel - *bánh răng thẳng*
squeegees - *chổi cao su quét sàn tàu*
staple - *đinh kẹp, má kẹp hình chữ V*
staple knee - *khuỷu má kẹp hình chữ V*
steam gland packing - *sự đóng gói bằng cụm nắp bít hơi nước*
steam jointing - *mối nối bằng hơi nước*
steel wire brooms - *chổi bằng dây thép*
stern lamp light - *ánh sáng đèn phía đuôi tàu*
stop valve - *van chặn*
stretchers - *cái cáng, vật để càng*
studs, brass, boat - *đinh tán thuyền bằng đồng*
superheated steam glands - *cụm nắp bít hơi nước quá nhiệt*
superheater element copper joint rings - *vòng nối bằng đồng nguyên tố quá nhiệt*

switches, light - *cái ngắt, bật điện*

T

tacks, copper - *dây néo góc buồm bằng đồng*
~, iron - *dây néo góc buồm bằng sắt*
tallow - *mỡ để làm nến*
tin - *thiếc, hộp thiếc*
~ shears - *sự trượt thiếc*
tongs, blacksmith's - *cái kẹp của thợ rèn*
torch batteries - *pin của đuốc tàu*
~ bulbs - *bóng đèn đuốc*
thimble - *cái đê (để khâu)*
~, heart - *cái đê khâu hình tim*
~, round - *cái đê khâu hình tròn*
trowel - *cái bay của thợ nề*
tube brushes - *chổi điện ống*
tunnel bearing tallow - *mỡ ổ trục ống*
turpentine - *nhựa thông*
twine, sewing - *sợi bện dùng để may*

U

V.K = United Kingdom. *Vương quốc Anh*
Union Jack - *cờ quốc gia Anh*
~ Pilot - *tàu hoa tiêu Anh*

V

valve - *van*
~ chest covers - *nắp đậy hộp van*

~,suction - *van hút*
~, spindle - *van trục*
~ spindle gland bush -*bạc lót cụm nắp bít trục van*
~ spindle metallic packing - *sự bao bọc kim loại cho trục van*
veneer - *lớp gỗ mặt*
vice - *ê tô, cái kẹp*

W

washers - *vòng đệm, miếng đệm ; máy rửa*
waste - *vật thải ; sự hao phí*
water gland packing - *sự bao bọc cụm nắp bít nước*
wedges - *cái nêm*
~,wood, hatch *cái nêm hầm bằng gỗ*
whistle - *tiếng rít (gió)*
white enamel - *dầu sơn trắng*
~ lead - *chì trắng*
~, zinc - *kẽm trắng*
wick - *bấc, tim (đèn)*
winch - *tời*
wire - *dây ; bức điện báo*
~, fine steel - *dây thép mảnh*
~ lead - *dây chì*
wooden blocks - *puli bằng gỗ*

Z

zinc -*kẽm*
~ plates -*bảng kẽm*
~ powder -*bột kẽm*
~ white -*màu trắng kẽm*

LIST OF ABBREVIATIONS

CÁC CHỮ VIẾT TẮT

a.a	=	always afloat	-	*lúc nào cũng nổi*
A/B	=	able-bodied (seaman)	-	*(thủy thủ) hạng nhất*
abt	=	about	-	*về, về việc*
A/C, a/c	=	account	-	*sự thanh toán, số tiền gửi*
A/C, a/c	=	altered course to	-	*đổi hướng đến*
alt	=	alternarting	-	*sự thay thế, sự thay phiên*
a.m.	=	ante meridiem	-	*trước trưa*
a	=	at	-	*vào lúc*
&	=	and	-	*và*
A.S.	=	Able Seaman	-	*thủy thủ hạng nhất*
A/S	=	alongside	-	*dọc mạn*
bbl	=	barrel	-	*thùng*
bch	=	bunch	-	*chùm, nhóm, bó*
bchs	=	bunches	-	*các chùm, các nhóm, các bó*
B.D	=	bardraft (draught)	-	*mớn nước tính bằng bar (đơn vị đo áp suất)*
B/E	=	Bill of Exchange	-	*hối phiếu*
bends	=	both ends	-	*hai đầu*
B/L	=	Bill of Lading	-	*vận tải đơn*
bls	=	bales	-	*kiện hàng, bó, gói*
Bos'un	=	boatswain	-	*thủy thủ trưởng*
B.P	=	Blue Peter	-	*cờ rời bến (chữ P)*

B.P	=	between perpendiculars	-	*giữa hai đường thẳng góc*
B.V	=	Bureau Veritas	-	*Cơ quan đăng kiểm Pháp*
Ch.Stew	=	Chief Steward	-	*bếp trưởng*
C.B	=	Centre of buoyancy	-	*tâm của vị trí nổi (tàu ngầm)*
c.g.	=	centre of gravity =	-	*tâm của sức hút*
c.i.f.	=	cif=cost, insurance, freight	-	*tiền hàng, bảo hiểm và cước phí*
,cm	=	centimetre	-	*xăng-ti-mét*
c/o	=	care of	-	*qua địa chỉ của*
c.o.d.	=	cash on delivery	-	*trả tiền ngay khi giao hàng*
c.p	=	custom of port	-	*tập quán của cảng*
cu.ft.	=	cubic feet	-	*một đơn vị đo thể tích*
cu.in.	=	cubic inches	-	*đơn vị đo thể tích*
CWO	=	cash with order	-	*trả tiền mặt ngay sau khi đặt hàng*
cwt	=	hundredweight	-	*tạ (Anh - 50,8 kg ; Mỹ = 45,3 kg)*
deg	=	degree	-	*độ*
deld.	=	delivered	-	*đã giao hàng*
dft.	=	draft	-	*mớn nước*
dhd	=	dispatch at half demurrage rate	-	*tiền thưởng bằng nửa mức tiền phạt về xếp dỡ*
ditto			-	*như trên*
DKS	=	docks	-	*cầu cảng, ụ tàu*
do.	=	ditto	-	*như trên*
doz.	=	dozen	-	*một tá*
Drto	=	Debitor to	-	*người ghi nợ đối với*
Dr.	=	doctor	-	*bác sĩ*

DS	=	days	-	*ngày*
D/W	=	dead weight	-	*trọng tải toàn phần*
dwcc	=	dead weight cargo capacity	-	*trọng tải hàng hóa*
ECCP	=	East Coast Coal Ports	-	*các cảng than ở bờ biển phía đông*
E.&O.C.	=	errors and omissions excepted	-	*ngoại trừ sai và sót*
ETA	=	expected time of arrival	-	*thời gian dự kiến đến*
etc.	=	et cetera	-	*vân vân*
f.a.a.	=	free of all average	-	*miễn bồi thường tất cả các tổn thất*
f.a.s.	=	free alongside the ship	-	*giao dọc mạn tàu*
FD	=	free discharge	-	*dỡ hàng miễn phí*
f.i.o	=	free in and out	-	*miễn phí bốc và dỡ hàng*
FIOS	=	free in and out and stowed	-	*miễn phí bốc và dỡ hàng và xếp hàng*
FIOT	=	free in and out and trimmed	-	*miễn phí bốc và dỡ hàng và san hàng*
f.o.b.	=	free on board	-	*giao lên tàu*
f.o.r.	=	free on rail	-	*giao tại đường sắt*
f.p.a	=	free of particular average	-	*miễn bồi thường tổn thất riêng*
ft.	=	foot, feet	-	*bộ (đơn vị chiều dài Anh = 0,3058m)*
G/A	=	General Average	-	*tổn thất chung*
GMT	=	Greenwich Mean Time	-	*giờ tiêu chuẩn Greenwich*
Govt	=	Government	-	*chính quyền*
G/R	=	Gross Register	-	*sự đăng ký toàn phần*

GRT	=	Gross Register Tons (Tonnage)	-	*trọng tải đăng ký toàn phần*
gr.	=	gramme (s)	-	*gram*
H.,h.	=	hour, hours	-	*giờ*
HA or D	=	Havre, Antwerp or Dunkirk	-	*Havre Antwerp hoặc Dunkirk*
Hr.hr	=	hour	-	*giờ*
Hw	=	high water	-	*nước lớn*
Hydro	=	Hydrographic Office	-	*Cục thủy văn*
inst.	=	instant	-	*vào tháng này*
Kilo	=	kilogramme (s)	-	*ki-lô-gram*
lat.	=	latitude	-	*vĩ độ*
lb., lbs.	=	libra	-	*thiên bình (chòm sao hoàng đới)*
		pound	-	*đơn vị đo lường Anh khoảng 450g*
£	=	pounds sterling	-	*bảng Anh*

L/C 7/15 Sept.19... = laydays on 7th Sept. 19..., cancelling on 15 th Sept. *ngày xếp dỡ từ ngày 7 đến ngày 15 tháng Chín năm 19...*

lgth	=	length	-	*chiều dài*
loa	=	length overall	-	*chiều dài tối đa*
long	=	longitude	-	*kinh độ*
Ltd	=	limited	-	*trách nhiệm hữu hạn*
ltr.	=	lighter	-	*sà lan bốc dỡ, sà lan lỏng hàng*
mbs	=	millibars	-	*mi-li-ba (đơn vị đo áp suất)*
min.	=	minute, minutes	-	*phút*
mph	=	miles per hour	-	*dặm/giờ*
M.R.	=	Mate's Receipt	-	*biên nhận giao hàng*
mrs	=	marks	-	*nhãn hiệu*
mths	=	months	-	*tháng*

m/v	=	motor vessel	-	*tàu chạy bằng động cơ diezen*
naabsa	=	not always afloat but safely aground	-	*không phải lúc nào cũng nổi nhưng mắc cạn phải an toàn*
N/B	=	Nota Bene	-	*ghi chú*
No.	=	Number	-	*số*
No-s	=	Numbers	-	*các số*
NR	=	Net Register	-	*sự đăng ký tịnh*
NRT	=	Net Register Tons (Tonnage)	-	*Trọng tải đăng ký tịnh*
o.	=	order	-	*lệnh, yêu cầu, chỉ thị*
o/a	=	on account	-	*trả dần*
o/d	=	on demand	-	*ngay khi yêu cầu*
or sub	=	or subtitute	-	*hoặc thay thế*
O.S	=	ordinary seaman	-	*thủy thủ hạng hai*
oz.	=	ounce	-	*aoxơ, đơn vị đo lường bằng 28,35g*
p.c	=	per cent	-	*phần trăm*
pcl	=	parcel	-	*bưu kiện, bưu phẩm*
per pro.	=	per procurationem	-	*bằng sự ủy quyền của*
pkt	=	packet	-	*gói nhỏ, tàu chở thư*
p.m	=	post meridiem	-	*sau trưa, chiều*
P.M.O	=	Postal Money Order	-	*thư chuyển tiền*
P.O	=	Post Office	-	*bưu điện*
posn	=	position	-	*tư thế ; tình hình ; vị trí*
P.T.O	=	please turn over	-	*xin hãy lật ngược lại*
P.V.	=	Petite Vitesse	-	*xe lửa chở hàng bình thường, xe lửa chạy chậm*
rec.	=	receipt	-	*biên nhận*
recd.	=	received	-	*đã nhận*

R.P.	=	reply prepaid	-	*thư phúc đáp đã được trả bưu cước trước*
S.	=	sh = shillings	-	*đồng si-linh*
se.	=	secs = seconds	-	*giây*
secy	=	secretary	-	*thư ký*
SN	=	Shipping Note	-	*chỉ thị bốc hàng*
SHEX	=	sundays and holidays excepted	-	*trừ ngày chủ nhật và ngày lễ*
sq.ft.			-	*bộ vuông*
s/s, s.s, ss	=	steampship	-	*tàu hơi nước*
Stg.	=	Sterling	-	*đồng Sterling*
t.	=	ton	-	*tấn*
tgm	=	telegram	-	*điện tín*
THT	=	tht=thousand tons	-	*ngàn tấn*
tr	=	tare	-	*trọng lượng bì*
Ts	=	tons	-	*tấn*
ttt			-	*tín hiệu không nguy hiểm*
ult	=	ultimo	-	*vào tháng trước*
viz.	=	videlicet	-	*nói một cách khác*
wibon	=	whether in berth or not	-	*cho dù đã cập cầu hay chưa*
wk	=	week	-	*tuần*
wt	=	weight	-	*trọng lượng*
wwdays	=	weather working days	-	*ngày làm việc trong điều kiện thời tiết cho phép*
yrd	=	yard	-	*đơn vị chiều dài bằng 0,9144 mét*
Z	=	zone time	-	*giờ khu vực*

TIẾNG ANH HÀNG HẢI

PHẠM VŨ LỬA HẠ (biên soạn)

Chịu trách nhiệm xuất bản:
BÙI VĂN NGỢI
Biên tập:
NGUYỄN TRƯỜNG
Bìa:
Nguyễn Hạnh

In 1000 bản, khổ 13 x19cm. In tại Xí nghiệp in số 2. Giấy phép số 68/307. Cục Xuất bản cấp ngày 24/4/1998. In xong và nộp lưu chiểu tháng 03-1999.